CITY OF
INDIAN WELLS
CALIFORNIA
MULTUM IN PARVO
1967

GENERAL PLAN

1996

CITY OF
INDIAN WELLS
CALIFORNIA
MULTUM IN PARVO
1967

GENERAL PLAN

1996

City of Indian Wells
1996 General Plan

The City of Indian Wells
44-950 Eldorado Drive
Indian Wells, CA 92210-7497

Adopted by the City Council on
February 1, 1996
City Council Resolution No. 96-9

City of Indian Wells
General Plan

City Council

Phil J. Bostley Jr., Mayor
Walter M. McIntyre, Mayor Pro-tem
Charleen Cash, Councilmember
James Killion, Councilmember
Gene Leming, Councilmember

Planning Commission

John Vogley, Chairperson
Richard Nelson, Vice-Chairperson
Percy L. Byrd, Commissioner
Artie Henderson, Commissioner
Charlie Wheat, Commissioner

Staff

City Manager
George J. Watts

City Attorney
John L. Cook

Planning Director
Corrie D. Kates

City Engineer
William G. Hughes

Finance Director
Greg R. Johnson

Prepared with the assistance of:

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James A. Ragsdale and Associates
7734 Herschel Avenue, Ste. N
La Jolla, CA 92037

RESOLUTION NO. 96-9

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDIAN WELLS, CALIFORNIA, ADOPTING THE 1996 UPDATE OF THE GENERAL PLAN OF THE CITY OF INDIAN WELLS

WHEREAS, the City of Indian Wells ("City") determined that due to significant changes in the real estate market and additional State regulations that surfaced since the adoption of the 1988 Indian Wells General Plan a need to revise and update its General Plan was necessary; and

WHEREAS, in December, 1993, the City Council initiated the review of the City's General Plan and directed the Planning Commission to update said document; and

WHEREAS, a total of eleven (11) joint City Council and Planning Commission meetings and six (6) Town Hall Meetings were held, at which time written and oral testimony relating to the General Plan Update was received from all interested parties; and

WHEREAS, as a result of the many meetings, a draft document was released for public review in November, 1994; and

WHEREAS, on January 25, 1996, the Planning Commission reviewed and considered the Final EIR ("FEIR"), dated January, 1995, and determined that the FEIR adequately addresses the impacts of the Project and that mitigation measures or modifications have been incorporated into the Project, which substantially lessen the significant environmental effects of the Project as identified in the EIR; and

WHEREAS, the Planning Commission recommended the certification of the FEIR as complete and adequate by approving a Declaration of Acceptance on January 25, 1996; and

WHEREAS, notice of a public hearing of the City Council of the City of Indian Wells to consider the proposed General Plan and the FEIR was given in accordance with applicable law; and

WHEREAS, on February 1, 1996, a public hearing was held to discuss the proposed General Plan Update and the FEIR; and

WHEREAS, the City Council conducted a public hearing in the manner prescribed by law, considered all information and written correspondence received and heard from all persons interested in the proposed General Plan Update.

NOW, THEREFORE, the City Council of the City of Indian Wells, California, **HEREBY RESOLVES** as follows:

Section 1. The City Council hereby approves and adopts the 1996 General Plan Update as described in the document entitled "General Plan, 2nd Draft, July 5, 1995" with the revisions as recommended by the Planning Commission in their Declaration of Acceptance dated January 25, 1996, and attached as Exhibit "A" as the official policy of the City of Indian Wells, as required by Chapter 3, Division 1, Title 7 of the Government Code.

Section 2. The City Council hereby authorizes and directs the filing of a Notice of Determination (NOD) pursuant to the California Environmental Quality Act (CEQA) and State of California EIR Guidelines.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Indian Wells, California, at a regular meeting held on this 1st day of February, 1996.

PHIL J. BOSTLEY, JR.
MAYOR

CERTIFICATION FOR RESOLUTION NO. 96-9

George J. Watts, City Clerk of the City Council of the City of Indian Wells, California, **DOES HEREBY CERTIFY** that the whole number of the members of the City Council is five (5); that the above and foregoing Resolution was duly and regularly passed and adopted at a regular meeting of the City Council of the City of Indian Wells on the 1st day of February, 1996, by the following vote:

AYES: Bostley, Cash, Killion, Leming, McIntyre

NOES: None

ATTEST:

GEORGE J. WATTS
CITY MANAGER/CITY CLERK

APPROVED AS TO FORM:

John L. Cook

JOHN J. COOK
CITY ATTORNEY

EXHIBIT "A"

DECLARATION OF ACCEPTANCE
1996 GENERAL PLAN UPDATE
AND
GENERAL PLAN FINAL ENVIRONMENTAL IMPACT REPORT (FEIR)

WHEREAS, the City of Indian Wells ("City") has determined to revise and update its General Plan in keeping with changing community needs and objectives; and

WHEREAS, in December, 1993 the City Council initiated the review of the City's General Plan and directed the Planning Commission to update said document; and

WHEREAS, a total of eleven (11) joint City Council and Planning Commission and six (6) Town Hall meetings were held, at which written and oral testimony relating to the General Plan update was received from all interested parties; and

WHEREAS, as a result of the many meetings a draft document was released for public review in November, 1994; and

WHEREAS, notice of a public hearing of the Planning Commission of the City of Indian Wells to consider the proposed General Plan update and the Final Environmental Impact Report was given in accordance with applicable law; and

WHEREAS, on January 17, 1996, a public hearing was held to discuss meeting the proposed General Plan update and the Final Environmental Impact Report was held by the Planning Commission; and

WHEREAS, after careful consideration of the staff report and all of the information, evidence, and testimony presented at the public hearing, the Planning Commission found as follows:

A. That the proposed General Plan update and the Final Environmental Impact Report adequately addresses the requirements of State Planning law.

NOW, THEREFORE, the Planning Commission of the City of Indian Wells **RESOLVES** as follows:

1. That the Planning Commission **RECOMMENDS** that the City Council **ACCEPT AND CERTIFY** the Final Environmental Impact Report dated January 5, 1995, for the General Plan update; and

2. That the Planning Commission **RECOMMENDS** that the City Council **ADOPT** the Second Draft General Plan dated July 5, 1995, as revised,

- That the General Plan be modified to include a Special Study Area Overlay designation for the area east of Miles Avenue along the North side of Hwy. 111, and;

- That the land use designation for the Nest property be modified from Residential Very Low Density (RVLD) to Resort Commercial, thus bringing the property into conformity with Zoning Code and established land use, and;

3. That the Planning Commission **RECOMMENDS** to the City Council to consider adopting an Urgency Ordinance placing a moratorium on all developable lands that would pose a conflict between the General Plan Update and the existing Zoning Code; and

4. That the City Clerk shall certify to the adoption of this declaration and shall transmit it to the City Council.

PASSED, APPROVED, AND ADOPTED this 17th day of January, 1996, by the following vote:

AYES: Byrd, Vogley, Nelson

NOES: Henderson, Wheat

ABSENT: NONE

JOHN VOGLEY
CHAIRMAN

ATTEST:

CORRIE KATES
PLANNING DIRECTOR

APPROVED AS TO FORM:

JOHN L. COOK
CITY ATTORNEY

F:\C\GP\ACCEPT.196

RESOLUTION NO. 96-8

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDIAN WELLS, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR AN UPDATE OF THE GENERAL PLAN OF THE CITY OF INDIAN WELLS

WHEREAS, the City of Indian Wells ("City") determined that due to significant changes in the real estate market and additional State regulations that surfaced since the adoption of the 1988 Indian Wells General Plan that a need to revise and update its General Plan was necessary; and

WHEREAS, on September 21, 1994, a Notice of Preparation ("NOP") of an EIR for the Project, in compliance with the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and the City's Procedures and Guidelines for Implementation of CEQA ("City Guidelines") was filed with the Governor's Office of Planning and Research ("OPR") State Clearinghouse (#94092037); and

WHEREAS, the NOP was transmitted to responsible agencies, interested persons and organizations within the region; and

WHEREAS, the NOP was posted at three public places within the City and published in a newspaper of general circulation within the City once a week for two consecutive weeks; and

WHEREAS, the Draft EIR ("DEIR) was circulated for public and agency review between December 2, 1994, and January 19, 1995, as required by State law; and

WHEREAS, notice of a public hearing and the availability of the DEIR was published during two consecutive weeks in a newspaper of general circulation and was posted at three locations with the City; and

WHEREAS, the Planning Commission held a duly noticed joint public hearing on November 15, 1995, and January 17, 1996, at which time written and oral testimony relating to the DEIR was received from all interested parties; and

WHEREAS, a written response to all written and oral testimony received during the review period was prepared; and

WHEREAS, on January 25, 1996, the Planning Commission reviewed and considered the Final EIR ("FEIR"), dated January, 1995, and determined that the FEIR adequately addresses the impacts of the Project and that mitigation measures or modifications have been incorporated into the Project, which substantially lessen the significant environmental effects of the Project as identified in the EIR; and

WHEREAS, the Planning Commission recommended the certification of the FEIR as complete and adequate by approving a Declaration of Acceptance on January 25, 1996; and

WHEREAS, no new information has been added to the record which identifies significant environmental effects not considered by the Planning Commission, or which substantially modifies the recommendation of the Planning Commission.

NOW, THEREFORE, the City Council of the City of Indian Wells, California, **HEREBY RESOLVES** as follows:

1. The foregoing recitals are true and correct.

2. The City Council hereby finds that the FEIR, dated January, 1995, was presented to the City Council, and that the City Council reviewed and considered the information contained therein prior to deciding on any aspect of the Project.

3. The City Council hereby finds that the FEIR, dated January, 1995, adequately addresses the impacts of the Project and that mitigation measures or modifications have been incorporated into the Project which substantially lessen the significant environmental effects of the Project as identified on the FEIR.

4. The City Council hereby certifies the FEIR, dated January, 1995, as complete and adequate in that it addresses all environmental effects of the proposed project and fully complies with the requirements of the California Environmental Quality Act, the CEQA Guidelines and the City Guidelines.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Indian Wells, California, at a regular meeting held on this 1st day of February, 1996.

PHIL J. BOSTLEY, JR.
MAYOR

CERTIFICATION FOR RESOLUTION NO. 96-8

George J. Watts, City Clerk of the City Council of the City of Indian Wells, California, **DOES HEREBY CERTIFY** that the whole number of the members of the City Council is five (5); that the above and foregoing Resolution was duly and regularly passed and adopted at a regular meeting of the City Council of the City of Indian Wells on the 1st day of February, 1996, by the following vote:

AYES: Bostley, Cash, Killion, Leming, McIntyre

NOES: None

ATTEST:

GEORGE J. WATTS
CITY MANAGER/CITY CLERK

APPROVED AS TO FORM:

John L. Cook

JOHN J. COOK
CITY ATTORNEY

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Chapter I: Introduction

IA. OVERVIEW

Community Profile

Location and Setting

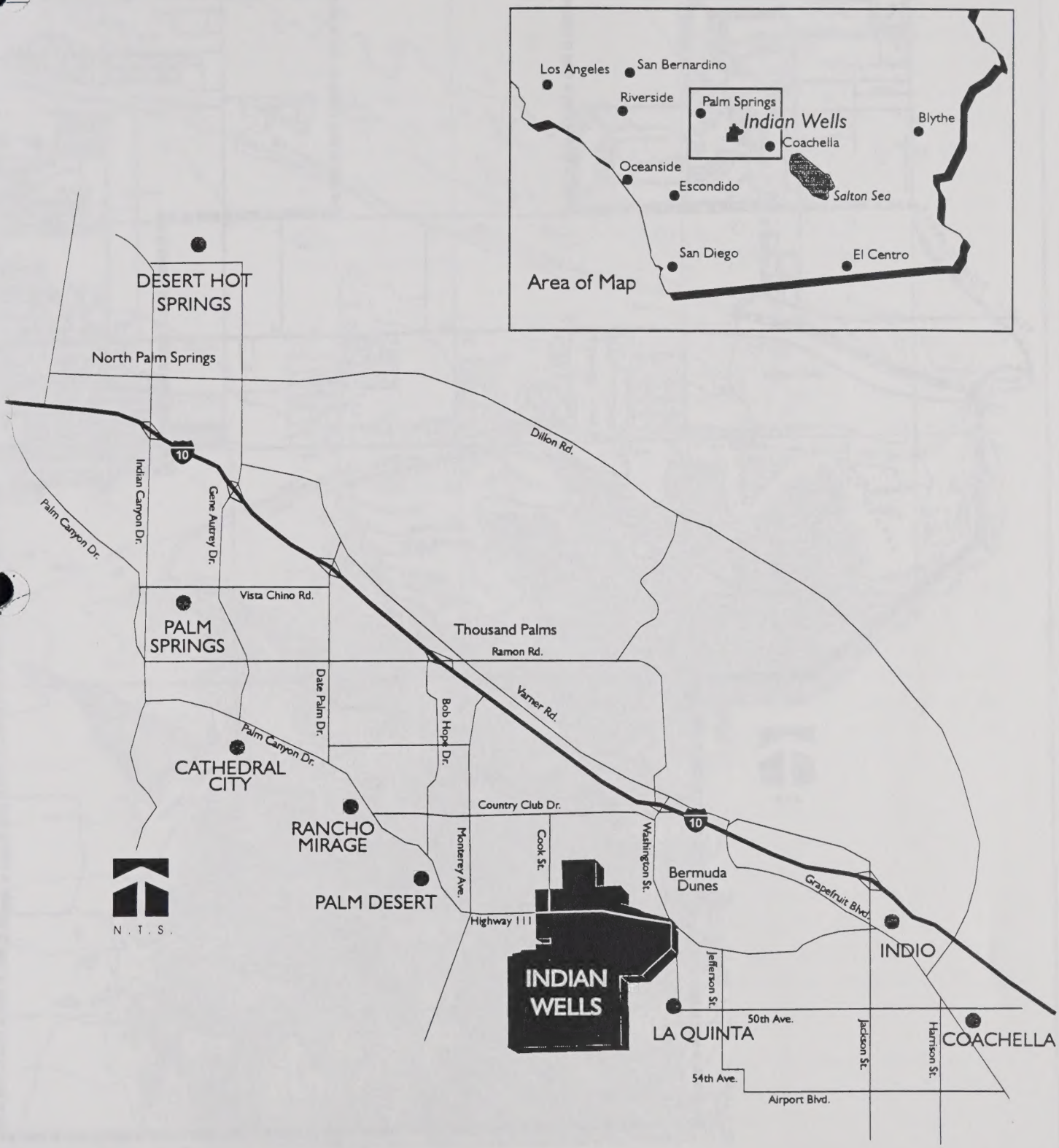
Indian Wells is a small-scale residential-resort community located within the Coachella Valley in Riverside County. The City of La Quinta and the City of Palm Desert, along with unincorporated areas of Riverside County, adjoin the City (Figure IA-1). The current City limits encompass approximately 9,240 acres, or 14.4 square miles. Primary access to the City is from State Highway 111. Primary access to the region is by Interstate 10. State Route 74 also provides access to the Coachella Valley region from the south. Unincorporated lands to the northeast of the City are included within the Indian Wells sphere of influence.

The sphere of influence is recognized by the Local Agency Formation Commission (LAFCO) as an area that must be considered when doing long-term planning in Indian Wells, and is considered a future annexation area. Indian Wells' land use regulations, however, do not apply to land within the sphere of influence until such land is annexed into the City. The sphere of influence area is approximately 387 acres. The General Plan Area, including the sphere of influence and topographic information, is identified in Figure IA-2.

Indian Wells is best known for its world class resorts, catering to golf and tennis enthusiasts, and quality residential lifestyle. Residents of the City enjoy an ideal climate, with over 330 days of sunshine each year. The City's beautiful surroundings include views of the Santa Rosa and San Jacinto Mountains.

Historical Perspective

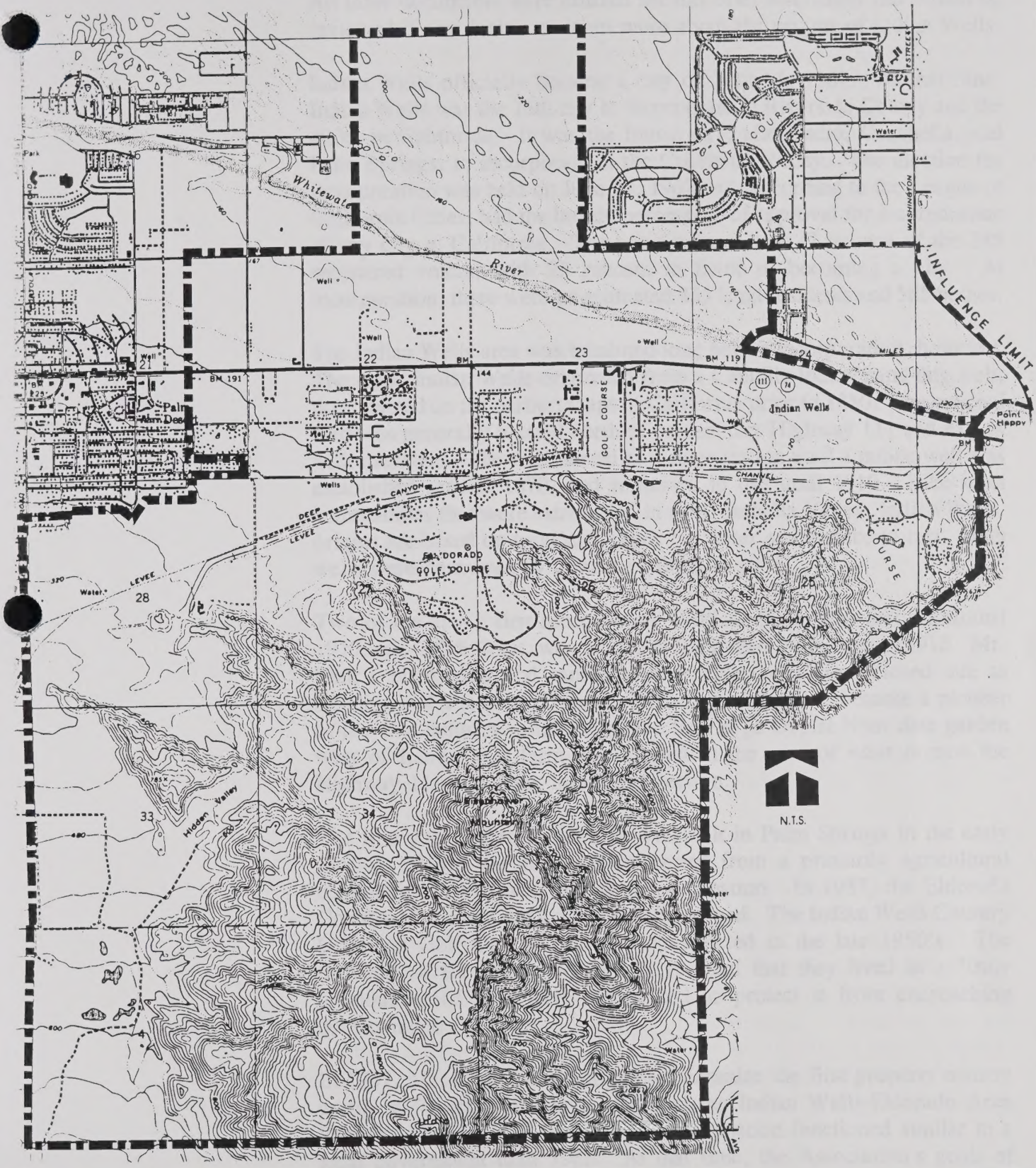
The City of Indian Wells is fortunate to have its history well documented. Mr. Ted Hamilton (1913-1991) authored *The Legend of Indian Wells* and the *History of Highway 111*. Ms. Carole Johnson furthered Mr. Hamilton's work, and authored *A Chronicle of Indian Wells*.



Source: The Lightfoot Planning Group, 1996

FIGURE IA-1

REGIONAL LOCATION MAP



Source: U.S.G.S. 7.5 Minute Topographic Series, La Quinta, Photorevised 1980

FIGURE
IA-2

INDIAN WELLS GENERAL PLAN AREA

THE LIGHTHOUSE PLANNING GROUP

All three documents were utilized for this brief discussion and should be reviewed if one desires to learn more about the origins of Indian Wells.

Indian Wells officially became a city on July 14, 1967. At that time, Indian Wells was the 16th city to incorporate in Riverside County and the 400th in California. It was the fourth city, after Indio, Coachella, and Palm Springs, to incorporate in the Coachella Valley. The election for incorporation was held on June 27, 1967 and, according to the League of California Cities, had the largest percentage of approval for incorporation of any city in California. The voter turnout was 87 percent of the 285 registered voters, with 93 percent in favor of becoming a city. At incorporation, there were an estimated 855 legal residents and 585 homes.

The Indian Wells area was inhabited long before incorporation, however. The name Indian Wells originated from a Cahuilla Indian hand-dug well, documented on the earliest maps of California prior to 1850. The original well was generally located north of present day Highway 111 and east of Miles Avenue. The well served as a stage station until a public well was established around 1870, and remained in use until 1910. Like most communities that were established in the Coachella Valley, Indian Wells' origins are based on travelers' needs for water and a place to rest. Both wells were destroyed by a massive flood in 1916.

Two of the area's first settlers were William Blair, who arrived around 1910, and Caleb Cook, who moved to the Indian Wells area in 1916. Mr. Blair's blacksmith and ranching enterprises were soon closed due to flooding and a lack of business. Mr. Cook, however, became a pioneer of the date industry, establishing the first large Deglet Noor date garden west of Indio. His farm was located in the area of what is now the Highway 111 and Cook Street intersection.

The first golf course in the area was built in Palm Springs in the early 1950's. Soon, the area was converted from a primarily agricultural community to that of a golf resort destination. In 1957, the Eldorado Country Club and Golf Course was developed. The Indian Wells Country Club and Golf Course was also constructed in the late 1950's. The residents of the Indian Wells area realized that they lived in a "truly gracious oasis" and were determined to protect it from encroaching development.

In 1957, Mr. E. M. Peterson helped organize the first property owners group in Riverside County, known as the Indian Wells-Eldorado Area Property Owners Association. The Association functioned similar to a local government until 1966. At that time, the Association's goals of keeping the area a "distinctly fine residential, country club, and resort hotels community with restricted highway frontage...and to preserve the

unusual features" were threatened by Palm Desert's desire to incorporate large parts of the mid-Coachella Valley, including the Indian Wells area. In 1966, a Palm Desert contingent announced its intention to file an application for incorporation to include the Indian Wells area as well as Rancho Mirage, as far west as Rio Del Sol (Bob Hope Drive). The Association realized that they could no longer work toward upgrading the area in accordance with their master plan. Incorporation was the only mechanism that would give them local control of zoning and construction and provide the best means of assuring continued high class development. The Indian Wells Association filed their incorporation papers with the Local Agency Formation Commission (LAFCO) on September 5, 1966, beating the Palm Desert proposal by more than two weeks.

On February 24, 1967, the incorporation petition, which included 52 percent of those owning 43 percent of the total assessed value of the land, was submitted to the LAFCO. The LAFCO accepted the petition and set the election for incorporation for June 27, 1967. One day before the election, the *Daily News* wrote,

> "Under normal circumstances, a city as small as Indian Wells would be impractical, even illogical, certainly so in a metropolitan area; however, circumstances here are not normal. Indian Wells has a special way of life, in the very heart of the country club area, and needs to protect itself against encroachment and unthinking exploitation."

The first Indian Wells City Council was sworn in on July 14, 1967. Upon taking office, the Council sent a bulletin to the residents of Indian Wells stating that their work in drafting and adopting ordinances and resolutions was "designed to make the City of Indian Wells, in fact, the unique and unusual city all of us want it to be."

Indian Wells Today

The City of Indian Wells has maintained its residential-resort lifestyle since incorporation. Indicative of the resort/vacation lifestyle, more than half of the residential base of Indian Wells consists of seasonal and part-time residents. Overall, the City includes approximately 3,100 full-time and 3,800 seasonal residents. According to information provided by the 1990 United States Census (1990 Census), City Building Division records, and a windshield survey, approximately 3,236 total dwelling units, including 1,710 detached, 1,211 attached, and 315 multiple units are currently developed in the City. The sphere of influence includes 133 detached dwelling units.

According to the 1990 Census, Indian Wells is a predominantly white, affluent community. In terms of ethnicity, approximately 97.0 percent of the population is White, with the remaining three percent Asian/Pacific Islander, Hispanic, and Black. The city-wide median age is 62.3 years, with a per capita income of $70,411 per year. Housing values are high, with a median home value of $375,400. More detailed demographic information is included in the Housing Element (Section IIB).

Indian Wells has successfully maintained its high quality lifestyle and physical development through the strong commitment of its residents, elected officials, and City staff to the City's Mission and Value Statements (adapted separately from the General Plan), identified in Table IA-A.

Table IA-A

Mission Statement

The Mission of the City of Indian Wells is to realize the community's value of exceptional quality; to encourage citizen involvement; to emphasize fiscal conservatism with prudent reserves; and to deliver responsive services which protect and enhance the public health, safety, and welfare.

Value Statement

We, the citizens of the City of Indian Wells, envision a community devoted to an exceptional quality of life. We expect excellence by placing a premium value on QUALITY, as expressed accordingly...

Quality urban community for the discerning resident accustomed to a caliber of lifestyle reflected by beautiful surroundings, serenity, security, cultural opportunities and experiences, dignity, and pride;

Unsurpassed pristine desert mountains viewed from fine homes, luxuriant resorts, and abundant golf courses;

Aesthetically pleasing and healthy environment with expansive landscaped open spaces and flourishing date groves reflecting the City's heritage;

Leadership in local, regional, and State political affairs;

Incomparable personalized levels of municipal services delivered through financially prudent and contemporary management practices;

Teamwork between citizens, elected and appointed officials respecting diverse viewpoints while supporting each other towards common goals; and

Year-round recreational opportunities including private and public golf courses; clay, grass, and hard tennis courts; bike trails; and pedestrian pathways.

The City's primary mechanism for achieving the desires of the Mission and Value Statements is the General Plan and its implementing measures, including, but not limited to, design standards, specific plans, development codes, and private codes and restrictions within residential developments. Additionally, a continued effort on the part of the elected officials, Staff, and the public is necessary to ensure that all City actions are consistent with the General Plan.

Purpose and Authority

The State of California mandates that each jurisdiction prepare and adopt a comprehensive general plan. Government Code Section 65300 et. seq. requires the general plan to address all issues that affect the physical development of the community, as well as land outside its boundaries that potentially affect the City's long-term planning. The role of a general plan is to act as a "constitution" for development, the foundation upon which all land use decisions are based.

All general plans in California must meet minimum requirements, as stipulated in the State Government Code. Each general plan is required to address State mandated issues as they apply to the particular community. State mandated issues, more commonly referred to as "elements," include: Land Use; Housing; Circulation; Open Space; Conservation; Noise; and Safety. Each jurisdiction has the authority to include additional elements if the issue is important to the long-term development of the community.

The organization of the general plan is also determined by the local jurisdiction. Most general plans are organized by individual issue sections, or elements. Although the State allows the local jurisdiction the latitude to combine or place the elements in any order, all elements must be internally consistent and have equal status. Equal status means that each element is equally important, thereby giving the same authority to the Land Use Element as to the Noise or any other element, including any optional elements the local jurisdiction elects to include in their general plan.

Prior to this update, the Indian Wells General Plan was last updated in 1988. In December, 1993, the Indian Wells City Council, recognizing its responsibility to comply with California planning law, authorized preparation of the Indian Wells General Plan update. The update was pursued due to significant changes in the real estate market and additional State regulations pertaining to solid waste, air quality, housing, and other development-related issues. All City implementation mechanisms must be consistent with the General Plan, as required by State law.

Overview of the General Plan

Organization

The Indian Wells General Plan is organized in a traditional element oriented format. The elements, however, are organized into functional chapters. The chapters, with the associated elements in parentheses, are Community Development (Land Use, Housing, Circulation), Resource Management (Conservation and Open Space), and Public Safety (Community Safety, Noise). Each of the elements includes a statement of authority, a summary of existing conditions, and the goals and policies pertaining to the subject matter. The goals and policies represent the City's position related to the future development of Indian Wells.

The final chapter of the General Plan is a glossary of terms, intended to assist the reader in understanding terminology found in the plan. A brief index of terms is also included in the final chapter.

Description of the Plan

The Indian Wells General Plan establishes a blueprint for the City's long-term development. The overall intent of the General Plan is to direct daily City actions, through policy statements, toward improving and maintaining a socially cohesive, economically viable, and physically attractive community. The General Plan is intended to guide development within the planning area for a twenty-year period, extending into the year 2015.

The City of Indian Wells understands that a long-range plan is essential to ensure the citizens' health, safety, and welfare are maintained at exceptional levels into the next century. To this end, the Indian Wells General Plan is the document that addresses the issues that potentially threaten the quality of life for City residents and businesses.

Land Use Element

Land use planning exemplifies the City's desire to maintain it's distinctive image and sound economic base. The Land Use Element's policies and land use designations are intended to promote the resort nature of the City, while maintaining the exceptional quality of life the residents expect. The Element reinforces the low-density residential character of the community, especially in the vacant land areas south of Highway 111.

In the northernmost part of the City, the Sunrise Property is identified in the Land Use Plan as an area that offers an opportunity to expand golfing and resort uses while also allowing a mixture of residential densities.

The sphere of influence area is another opportunity area that the City may pursue in the future. The Land Use Plan designates significant portions of the sphere area as Community Commercial, with the intent of providing opportunities to capture regionally oriented commercial uses. Residential uses in the sphere area vary from Low Density to Medium High Density.

Housing Element

The Housing Element provides programs and policies that will assist the State and region in meeting their goals of providing affordable housing to all socio-economic segments of the population. The Element discusses city-wide housing and population demographics, regional fair-share housing allocations, and implementation mechanisms to assist the City in providing a full range of housing opportunities.

Circulation Element

The Circulation Element establishes a roadway system that will adequately meet the buildout needs of the City. In terms of new roads, the Circulation Plan identifies the extension of Eldorado Drive, north of Fred Waring Drive, to Hovley Lane (42nd Avenue) as a private collector road. Additionally, the Circulation Element includes policies for bike lanes, street improvements, and other transportation issues.

Conservation and Open Space Element

The Conservation and Open Space Element assures the protection of the pristine mountainous areas that serve as a backdrop for the community. The Conservation and Open Space Element promotes the expansion of golf course use, the preservation of a landscaped open space corridor along Highway 111, and the preservation and enjoyment of the surrounding mountain areas. Air quality issues are also addressed in this Element.

Safety and Noise Elements

The Safety and Noise Elements ensure that the City will continue to be a place of safe living, with minimal intrusions into the high quality neighborhoods enjoyed by the residents. The Safety Element addresses issues such as emergency preparedness, flooding, earthquakes, hazardous waste, and other public safety items. The Noise Element focuses on the location of noise generating land uses in proximity to residential, recreational, and other noise sensitive land uses, and provides policies to alleviate potential impacts due to the noise.

Public Input

The Indian Wells General Plan was prepared with organized public input. The City Council and Planning Commission acted as the primary General Plan steering committee throughout the Plan preparation process. A total of eleven (11) legally noticed meetings were held. Additional public input

was achieved through personal interviews with City officials and business and citizen representatives. Additionally, a public opinion survey, completed in March, 1993, was utilized. Six (6) community-wide workshops were held during the process as well. The public input provided direction and community consensus as to the methods the City will utilize to achieve their long-term goals.

Updates and Amendments

Although a twenty-year planning period is identified for this Plan, general plans are not intended to be static documents. Instead, they change and evolve with each particular city. Because of this, State law permits cities to amend their general plans as many as four times a year. It is prudent for cities to review their general plans on an annual basis to determine if any modifications are necessary. State law requires an annual monitoring report be prepared regarding the implementation of the General Plan. The monitoring report must be forwarded to the State Housing and Community Development Department by October 1 of each year for purposes of determining Housing Element compliance.

Chapter II: Community Development

IIA. LAND USE

Introduction and Authority

A community's quality of life is most often perceived in terms of the physical development of the land and its setting within the environmental surroundings. Aesthetically pleasing buildings, within well organized and properly distributed developments, help exemplify a community's values. The regulation of land usage, distribution, and intensity is within the domain of the General Plan. The Land Use Element specifically identifies these items, in both text and map format. Because of this, the Land Use Element of a general plan is typically the most recognized and referenced element.

The City of Indian Wells originally incorporated in order to control development, preserve the quality of life, and protect the City from the increasing pressures of surrounding communities. The quality of life in Indian Wells is quite unique and is defined by its environmental beauty, low-scale development pattern, and world class resorts. The City recognizes that unwarranted encroachment into any of these factors potentially jeopardizes the community's lifestyle.

California Government Code Section 65302(a) states,

> "The general plan shall include a land use element which designates the proposed general distribution and general location and extent of the use of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public building and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land."

Land use designations, goals, and policies identified in this Element are intended to promote orderly development and economic vitality with community character, historical identity, and the stewardship of natural resources.

The Land Use Element is consistent with all other elements of the General Plan and is based on community values and goals.

Organization of the Element

This Element is organized in a manner that facilitates clear understanding of the land use conditions in Indian Wells, and the direction for future development in the form of goals and policies. Existing land use conditions are discussed, followed by a description of the land use program, including text and map. The description of the plan is supported in the goals and policies section. Policy statements are identified to provide specific directions for Indian Wells to achieve the quality of life the residents expect. The final section of this Element addresses various mechanisms the City is authorized to utilize in order to implement the land use policies.

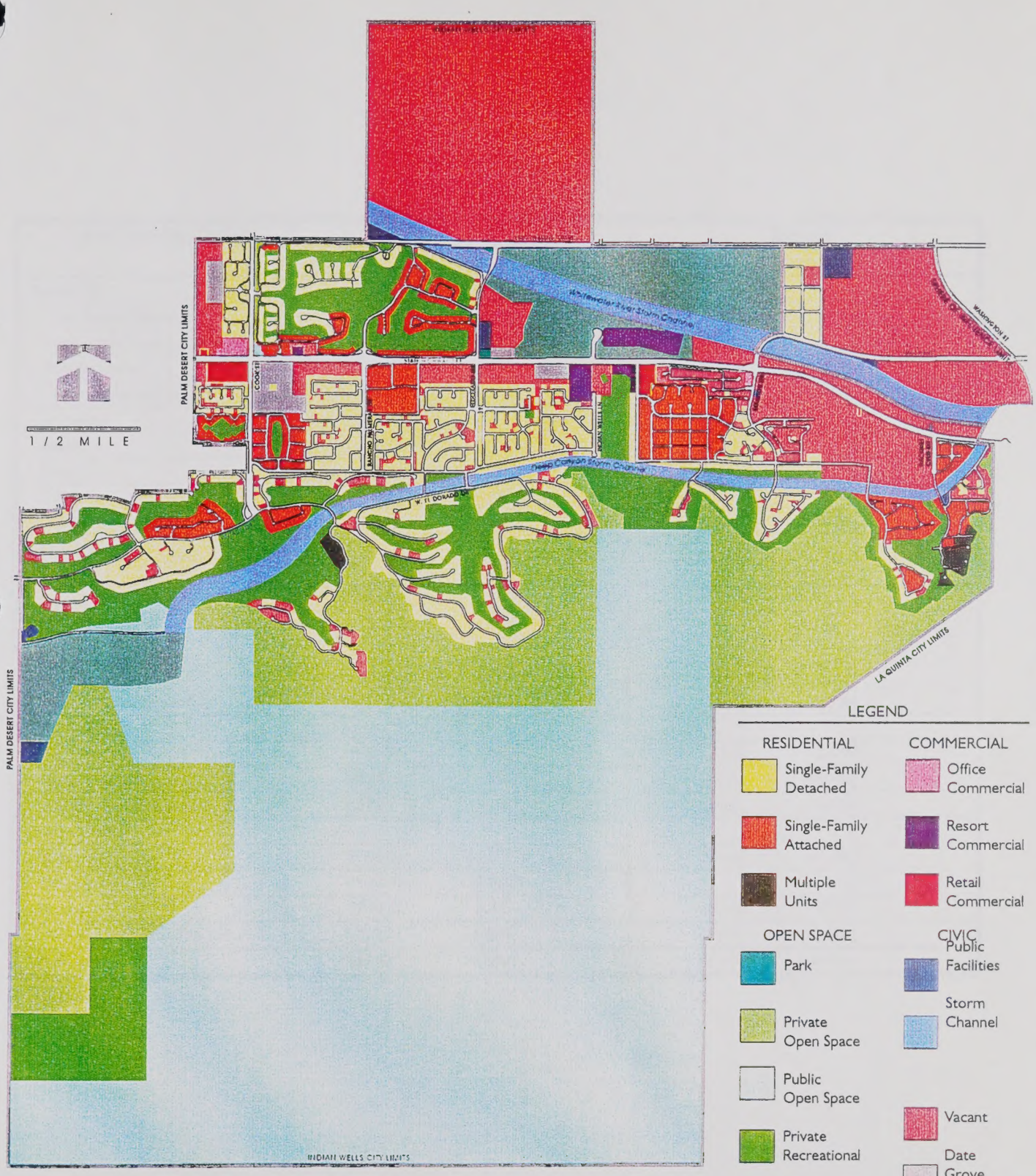
Summary of Existing Conditions

The purpose of this section is to generally describe the City's land use conditions, infrastructure, community services, and fiscal plan as they existed at the time of the Element's preparation. The information included in this section is summarized from the Indian Wells General Plan Existing Conditions Technical Report, dated April, 1994.

Existing Development Pattern

Indian Wells is characterized by beautiful golf courses, private communities, world renowned resorts, and beautiful surroundings. The residents of the City have successfully maintained their high quality of life through prudent use of land use controls. The City currently has many mechanisms to ensure quality development, including but not limited to: the General Plan, Architecture and Landscape Design Standards, the Highway 111 Specific Plan, the Zoning Code, and private community Covenants, Conditions, and Restrictions (CC&Rs).

Overall, developed land areas within the Indian Wells General Plan Area (City limits and sphere of influence) encompass approximately 1,140 acres, accounting for less than 12 percent of the total Plan Area. The majority of the undeveloped land is public open space, which includes the steep terrain of the Santa Rosa Mountains in the southern part of the City. The largest areas of vacant, but potentially developable lands, are located along Highway 111, and north of Fred Waring Drive. Other non-developed lands include golf courses, The Living Desert, drainage channels, and the sphere of influence area.



Source: The Lightfoot Planning Group, 1994

FIGURE IIA-1

THE LIGHTFOOT PLANNING GROUP

1994 Existing Land Uses

Land Use Category	City			Sphere		
	Acreage	Percent	Units	Acreage	Percent	Units
Residential						
Single-family Detached	635.1	6.9%	1,710	31.5	8.1%	133
Single-family Attached	330.3	3.6%	1,211			
Multiple Units	18.5	0.2%	315			
Residential Sub-total	**983.9**	**10.6%**	**3,236**	**31.5**	**8.1%**	**133**
Commercial			**Sq. Ft.**			
Resort	67.0	0.7%	1,093,000			
Retail	18.3	0.2%	152,500			
Office	7.3	0.1%	76,000			
Commercial Sub-total	**92.6**	**1.0%**	**1,321,500**	**0.0**	**0.0%**	
Open Space						
Park	2.0	0.0%				
Private Open Space	1,352.2	14.6%				
Public Open Space	3,790.0	41.0%				
Private Recreational	895.1	9.7%				
Public Recreational	371.5	4.0%				
Open Space Sub-total	**6,410.8**	**69.4%**		**0.0**	**0.0%**	
Public Facilities						
Public Facilities	20.7	0.2%		13.3	3.4%	
Storm Channels	254.0	2.7%		62.2	16.1%	
Public Facilities Sub-total	**274.7**	**3.0%**		**75.5**	**19.5%**	
Other Land Uses						
Vacant	1,058.3	11.5%		248.4	64.2%	
Date Grove	47.8	0.5%				
Streets	372.6	4.0%		31.6	8.2%	
Other Land Uses Sub-total	**1,478.7**	**16.0%**		**280.0**	**72.4%**	
TOTALS	**9,240.7**	**100.0%**		**387.0**	**100.0%**	

Source: The Lightfoot Planning Group, 1994

FIGURE IIA-2

1994 Existing Land Use Statistics

THE LIGHTFOOT PLANNING GROUP

Residential development patterns dominate the developed areas of the City and sphere of influence. Approximately 90 percent of all developed lands are residential (1,015 acres). All single-family residential uses, with few exceptions, are single story. Three story multi-unit structures are located within the Vintage Club community and two-story multi-unit structures are found in the easternmost area of the City, south of Highway 111, in the Racquet Club community.

Non-residential uses include mixed-use retail and office commercial centers and hotel resorts. Two commercial centers are located on the north and south sides of Highway 111, west of Cook Street. Additional small-scale commercial developments are located along Highway 111, including a center south of the Highway, on the east side of Club Drive and an office on the southwest corner of Highway 111 and Manitou Drive. The resorts are located on the north and south sides of Highway 111, in the central part of the City. The retail and office developments west of Cook Street are two stories in height, while the Stouffer's Esmeralda resort, the tallest structure in the City, is seven stories.

Land Use Inventory

Existing Land Uses

A comprehensive land use inventory of all land areas in Indian Wells and the sphere of influence was conducted in January, 1994. The inventory was completed utilizing City base maps, aerial photos (April, 1993), and a visual survey of the General Plan Area. Land uses, as existed in January, 1994, are shown in Figure IIA-1. Land area estimates, by land use type, are identified in Figure IIA-2.

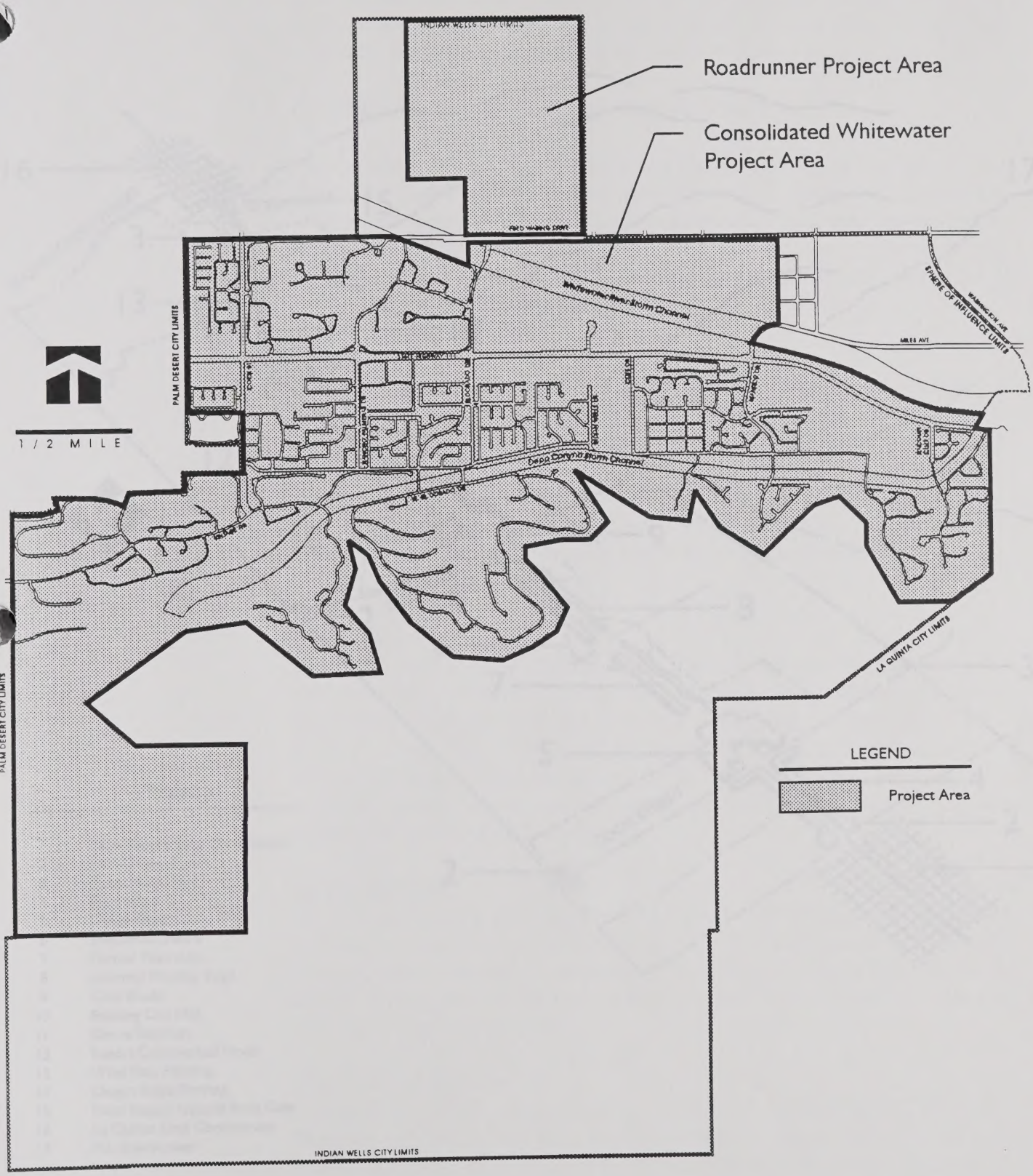
Redevelopment Areas

The City of Indian Wells is strongly committed to redevelopment activities. Currently, the City has two redevelopment project areas; the Consolidated Whitewater Redevelopment Project Area and the Roadrunner Redevelopment Project Area. The Redevelopment Project Areas are shown in Figure IIA-3.

Highway 111 Specific Plan

The Indian Wells City Council approved the Highway 111 Specific Plan on February 18, 1993. As stated in the Specific Plan, its purpose is the "systematic implementation of the general plan."

The Specific Plan area is a 3.5 mile segment of Highway 111, running the entire length of the town from Palm Desert on the west to Point Happy in La Quinta to the east (Figure IIA-4). Issues addressed in the Specific Plan include land use, density, setbacks, landscape, open space, walls, scale, public amenities, circulation, access, and implementation.

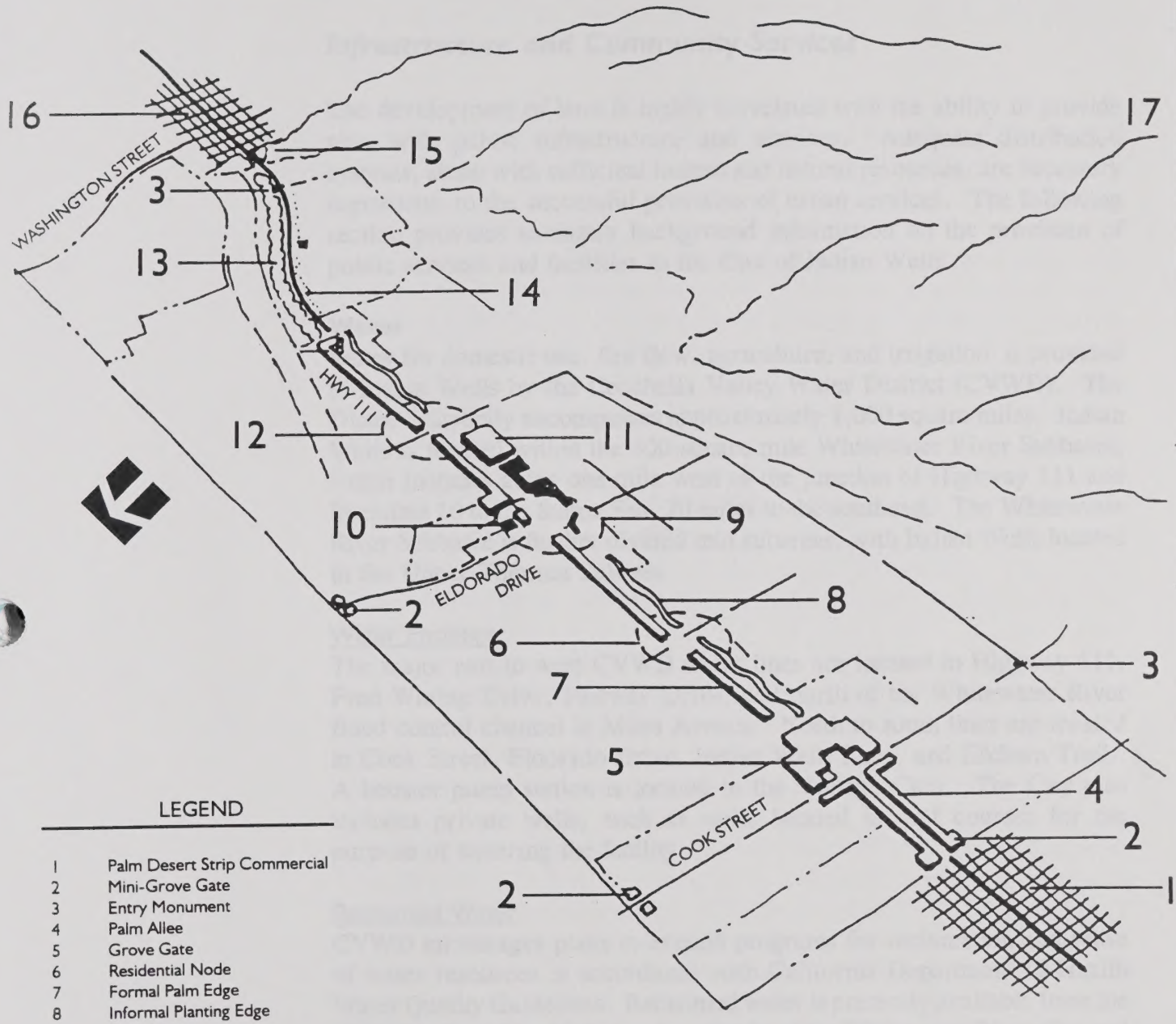


Source: City of Indian Wells, 1996

FIGURE IIA-3

REDEVELOPMENT PROJECT AREAS

THE LIGHTFOOT PLANNING GROUP



LEGEND

1	Palm Desert Strip Commercial
2	Mini-Grove Gate
3	Entry Monument
4	Palm Allee
5	Grove Gate
6	Residential Node
7	Formal Palm Edge
8	Informal Planting Edge
9	Civic Node
10	Existing City Hall
11	Grove Remnant
12	Resort Commercial Node
13	Wind Row Planting
14	Desert Edge Planting
15	Point Happy Natural Rock Gate
16	La Quinta Strip Commercial
17	Mt. Eisenhower

urce: Highway 111 Specific Plan, City of Indian Wells, 1993

FIGURE IIA-4

HIGHWAY 111 SPECIFIC PLAN AREA

THE LIGHTHOUSE PLANNING GROUP

The design standards and concepts of the Specific Plan are consistent with the General Plan. The City of Indian Wells will address any necessary modifications to the Specific Plan through the Zoning Code consistency revisions, following adoption of the General Plan.

Infrastructure and Community Services

The development of land is highly correlated with the ability to provide sites with public infrastructure and services. Adequate distribution systems, along with sufficient human and natural resources, are necessary ingredients to the successful provision of urban services. The following section provides summary background information on the provision of public services and facilities to the City of Indian Wells.

Water

Water for domestic use, fire flow, agriculture, and irrigation is provided to Indian Wells by the Coachella Valley Water District (CVWD). The District currently encompasses approximately 1,000 square miles. Indian Wells is located within the 400-square mile Whitewater River Subbasin, which includes areas one mile west of the junction of Highway 111 and Interstate 10 to the Salton Sea, 70 miles to the southeast. The Whitewater River Subbasin is further divided into subareas, with Indian Wells located in the Upper Thermal Subarea.

Water Facilities

The major east to west CVWD water lines are located in Highway 111, Fred Waring Drive, Fairway Drive, and north of the Whitewater River flood control channel in Miles Avenue. North to south lines are located in Cook Street, Eldorado Drive, Indian Wells Lane, and Elkhorn Trail. A booster pump station is located in the Vintage Club. The City also includes private wells, such as wells located in golf courses for the purpose of watering the facility.

Reclaimed Water

CVWD encourages plans to expand programs for reclamation and reuse of water resources in accordance with California Department of Health Water Quality Guidelines. Reclaimed water is presently available from the CVWD's Plant No. 10, located northerly of the Whitewater River Channel and easterly of Cook Street.

Wastewater Service

Indian Wells' sewer services are provided by the Coachella Valley Water District (CVWD). Effluent is transported via sewer lines to the Palm Desert treatment facilities located off Cook Street, northwest of the City limits. According to CVWD officials, the treatment plant currently has an average daily flow of about 5.5 million gallons per day (MGD). The treatment capacity of the facility is 10 MGD.

The Coachella Valley Water District upgraded the capabilities of the existing sewage treatment facility to tertiary treatment in 1990. Tertiary treated effluent may be used for landscaping and irrigation needs and is currently being used to irrigate three golf courses in Palm Desert. There are no main lines for tertiary treated effluent to the City at this time.

Gas

Natural gas is currently supplied by the Southern California Gas Company. Presently, 6-inch high-pressure supply lines are located in Highway 111 and Cook Street.

Electrical Distribution

The City of Indian Wells receives electrical service primarily from Southern California Edison Company (SCE). A small portion of the eastern area of the City is served by the Imperial Irrigation District (IID). Southern California Edison's major transmission circuits are located one mile north of the City on Country Club Drive. An electrical substation is located north of Fred Waring Drive, within the City limits.

Solid Waste/Landfills

Indian Wells contracts with Waste Management of the Desert for solid waste collection services. Solid waste generated in the area is disposed of in the Edom Hill and Coachella County-operated landfills. These solid waste landfills are designated Class III and, therefore, do not accept toxic waste.

County Waste Management will conduct geotechnical investigations to determine the expansion potential of the Edom Hill site. The Coachella landfill is understood to have significant seismic constraints and the County has scheduled the closure of the landfill during 1995.

Waste Management of the Desert provides solid waste recycling programs. The programs include recycling grass clippings and other landscape materials into compost for reuse as fertilizer, as well as backyard pick-up service for newspapers, glass, plastic, tin, and aluminum from residential areas. Commercial recycling includes the above materials plus cardboard and green waste.

Educational Facilities

Desert Sands Unified School District

The City of Indian Wells is part of the Desert Sands Unified School District (DSUSD). While there are no school facilities within the City limits of Indian Wells, Gerald Ford elementary school (in the sphere of influence area), Palm Desert middle school, and Palm Desert high school are located near the City. Future development/expansion plans include Palm Desert elementary school (K-5), scheduled for construction in 1996.

Development Fees

The Desert Sands Unified School District bases its fees upon the conclusions in the *Residential Development School Fee Justification Study*, 1993, which concluded that the District is justified in charging the maximum development fee allowed if it so desires, as provided through AB 2926 and AB 1600.

The Desert Community College District

The Desert Community College District, known as the College of the Desert (COD), covers 5,479 square miles. It encompasses five K-12 districts and portions of three counties: Riverside, San Bernardino, and Imperial. The District has three educational facilities with the closest campus to Indian Wells located in Palm Desert. The other sites are the Copper Mountain Campus in Joshua Tree and the Eastern Valley Center in Indio.

Additional College Opportunities

Indian Wells is served by universities and colleges in other cities and counties. The nearest university is the California State University, San Bernardino's Coachella Valley Center satellite campus in Palm Desert. Major universities in Los Angeles, Riverside, and San Diego provide expanded opportunities. Private colleges and vocational schools are also provided in nearby communities.

Libraries

Four branches of the Riverside Public Library/Riverside County Free Library system are located near Indian Wells. Two branches are in Palm Desert, one branch is in Indio, and one branch is in La Quinta. The City of Indian Wells does not presently participate in the Riverside County Free Library System. As a result, the library system requires an annual fee of $20 for non-residents and individuals living in non-participating areas.

Civic Center

Located on the northeast corner of the Highway 111 and Eldorado Drive intersection, the Civic Center Complex houses City Hall and Riverside County Sheriff and Cove Communities Fire substations. A stand of date palms is preserved in front of City Hall, and was dedicated as the City's first park, Indian Wells Date Palm Preserve.

Hospitals and Health Care Services

Both the private and public sectors are involved in the planning of health facilities. Within the Coachella Valley, several private facilities serve Indian Wells' residents. Eisenhower Medical Center in Rancho Mirage, Desert Hospital in Palm Springs, and JFK Community Hospital in Indio provide the most extensive service at the local level.

In addition to the privately-owned facilities, the Riverside County Health Department operates various health programs. Most of the continuing community personal health and mental health services for the desert area are located in County facilities in Indio.

Police Protection

Police protection is provided by the Riverside County Sheriff's Department under contract with the City. A Sheriff's substation is located in the Civic Center Complex. The Sheriff's Department provides protective response, investigatory, and patrol services. As part of the City's contract with the Sheriff's Department, a Community Services Officer is assigned to patrol the City on a 24-hour basis.

In addition to police protection services provided by the Sheriff's Department, most private, gated communities have private, internal security services for their residents. These forces work in conjunction with the Sheriff's Department.

Fire Protection, Paramedic/Ambulance Services

The Cove Communities Services Commission provides fire protection and paramedic services in Indian Wells under contract with the City. The Commission is funded through a voter-approved special benefit assessment, redevelopment pass-through funds, and prorated contributions from the member communities. The District serves the communities of Palm Desert, Rancho Mirage, and Indian Wells. There are six Cove Battalion stations. Station No. 55 is located within the Civic Center Complex.

The paramedic service assigned to Indian Wells includes one medic unit and one reserve medic unit. The paramedic unit is housed in the fire station and provides no-cost treatment and emergency transportation for City residents.

Flood Protection

The desert region is subject to intense storms which result in sudden and substantial runoff and flash flooding. The City of Indian Wells has two major flood control channels. The Whitewater River and Deep Canyon flood control channels generally run west to east north of Highway 111 and south of Highway 111 respectively.

The City's Floodplain Management Ordinance specifies construction standards for all areas of special flood hazard. All new construction and improvements are required to be constructed using methods and practices that minimize flood damage and provide adequate drainage. The Flood Zones map (Figure IVA-3), along with additional detail regarding flood hazards, is found the Community Safety Element.

Economic Conditions

Cities utilize Capital Improvement Programs (CIP) to chart how they will achieve revenues and pay for capital improvements. The CIP is a five-year program, revised annually. Capital Improvement Programs are implementation tools for the General Plan.

Capital Improvement Program

The City of Indian Wells is currently operating within a Capital Improvement Program for fiscal years 1994-95 through 1998-99 (1994-99 CIP). The 1994-99 CIP identifies a total of 87 capital projects, costing an estimated $47,709,276. Capital projects are organized into functional groups, including: Street & Highway, Traffic Signals, Government Buildings, Parks & Recreation, Golf Course Maintenance, Drainage, Sewer Improvements, and Miscellaneous. Revenues to pay for the capital projects are provided by the Capital Improvement Fund, Grant Funds, Redevelopment Funds (including Low and Moderate Set-Aside Funds), General Fund, Indian Wells Golf Resort Revenues, Fire Access Maintenance District #1, Developer Contributions, and Transportation Uniform Mitigation Fees (TUMF).

Description of the Land Use Plan

The remaining sections of this Element describe the Land Use Plan for the City of Indian Wells. The Land Use Plan is composed of both descriptive text and an illustrative map. The text discusses the long-term development vision of the City, including land use designations and buildout assumptions. The Land Use Plan map identifies the location and distribution of the land uses. The text and map are supported by land use goals and policies.

Land Use Plan

Indian Wells is a unique desert community that intends to remain the premier residential/resort city in the Coachella Valley. The residential quality of life is the City's primary concern. The Land Use Plan, therefore, strives to maintain and preserve the existing residential nature of the City. The quality of life will be maintained by a balance of lower intensity residential densities with site development and environmental quality standards. The residential nature of the City will be expanded into a portion of the undeveloped lands north of Fred Waring Drive, and the vacant lands south of Highway 111. Additional residential opportunities are provided for in the sphere of influence area as well.

The predominantly residential character of the community will continue to be supported through revenues from the resort industry. The City has positioned itself, however, to diversify its revenue base by designating

significant portions of the sphere of influence area as Community Commercial. Additional resort development opportunities will be provided adjacent to the Civic Center Complex and within the vacant lands north of Fred Waring Drive.

Based on the Land Use Plan map, Figure IIA-5, full buildout within the current City limits could increase from 3,236 residential units to 5,639 residential units. The City's population would increase to an estimate of 11,250 persons. If the sphere of influence is annexed, an additional 781 units and 1,558 persons potentially could be added to the City. The buildout statistics are based on full development of all vacant lands. The population estimate is based on a five percent (5%) vacancy rate. Land Use Plan buildout potentials and assumptions are shown in Figure IIA-6. Existing demographics, including housing and population characteristics, are discussed in detail in the Housing Element.

Land Use Plan buildout potentials are required to identify the full buildout of all designated lands in the Plan Area for environmental analysis purposes. Because of this, projections are usually higher than actual buildouts. Indian Wells, for instance, has a much higher vacancy rate, due to City demographics, than the standard five percent used for environmental impact purposes. Buildout also includes existing developed areas that may currently be built at lower densities than permitted by the designation, which also inflates the buildout figures.

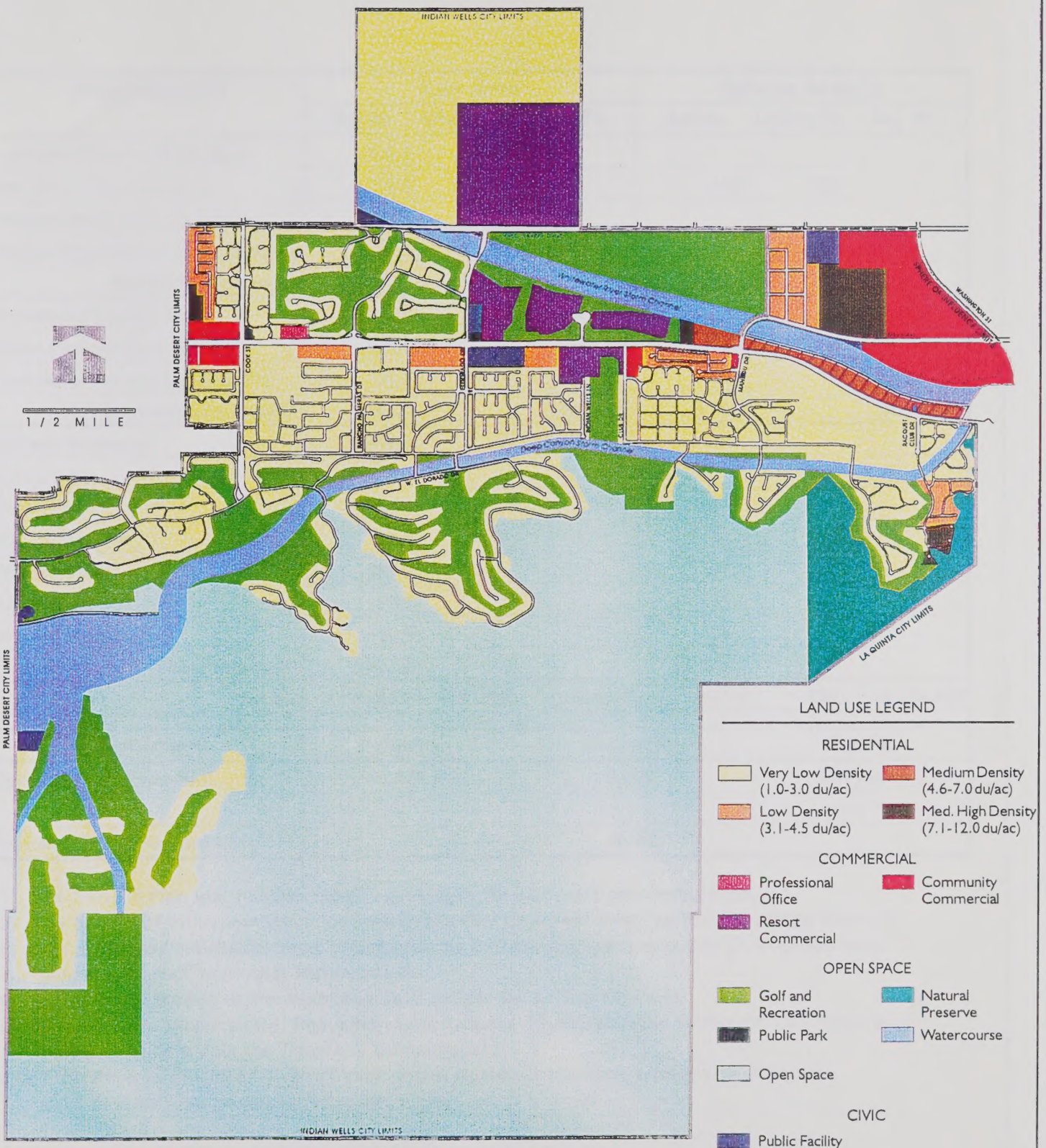
Land Use Designations

The land use designations described in this section establish the type and intensity of future development, as identified in the Land Use Plan map and buildout table.

Residential

The Plan provides for residential densities which range from less than one dwelling unit per gross acre to twelve dwelling units per gross acre. It should be noted that the upper end of each density range is not guaranteed, but rather represents the potential density that could be achieved after specified performance standards are met. To maintain the City's existing low density residential character, the majority of the residentially designated lands are identified as Very Low Density (1.0-3.0 du/ac). The following criteria will be used to determine maximum residential density within each density range:

- compatibility with surrounding land uses;
- floodplain protection;
- adequacy of public infrastructure, including water, sewer, gas, and electricity;



Source: The Lightfoot Planning Group, 1996

See text for discussion of land use goals and policies.

FIGURE IIA-5

THE LIGHTFOOT PLANNING GROUP

LAND USE PLAN

Designation(1)	City Area			Sphere Area(2)		
	Acres	Units(3)	Sq. Ft.	Acres	Units(3)	Sq. Ft.
Very Low Density (1.0-3.0 du/ac)	1,830.3	4,720				
Low Density (3.1-4.5 du/ac)	91.8	384		46.2	208	
Medium Density (4.6-7.0 du/ac)	48.8	272				
Medium High Density (7.1-12.0 du/ac)	21.5	258		59.7	573	
Residential Subtotal	**1,992.4**	**5,634**		**105.9**	**781**	
Professional Office (FAR .50)	9.4		204,732			
Resort Commercial (FAR .25)	125.4		1,518,356			
Community Commercial (FAR .75)	29.7		970,299	171.8		2,226,000
Commercial Subtotal	**164.5**		**2,693,387**	**171.8**		**2,226,000**
Golf and Recreation	1,498.9					
Public Parks	3.4					
Open Space	4,544.9					
Natural Preserve	192.9	5				
Watercourse(4)	389.2			62.2		
Public Facility	33.7			15.4		
Streets (remainder)	420.8			31.1		
Other Subtotal	**7,083.8**	**5**		**108.7**		
Totals	**9,240.7**	**5,639**	**2,693,387**	**386.4**	**781**	**2,226,000**

Summary	Acres	Units(3)	Sq. Ft.
City and Sphere Combined	**9,627.1**	**6,420**	**4,919,387**
Population [2.1 persons/unit](5)		***12,808***	

(1) See General Plan text policies regarding buildout for each land use designation.
(2) The Sphere of Influence area is not within the City of Indian Wells' jurisdiction at this time.
(3) Non-developed residential areas assumed to be builtout with approximately 20% of the area utilized for roads and other improvements.
(4) A significant portion of the Watercourse is utilized for golfing activities.
(5) Based on 5% vacancy rate. Population total includes 11,250 persons within the City limits and 1,558 persons within the Sphere of Influence area.

Note: The Reserve at Hidden Valley Development Agreement permits a total of 250 homes, 213 of which are proposed for Indian Wells.

e: The Lightfoot Planning Group, 1996

FIGURE
IIA-6

LAND USE PLAN BUILDOUT POTENTIALS

- proximity to health care facilities, commercial areas, and other services;
- provision of neighborhood-serving open space and recreation;
- access and proximity to major streets;
- preservation of natural resources and vegetation; and
- mitigation of negative environmental impacts such as noise, traffic, and light and glare.

Residential Designations

Very Low Density (1.0-3.0 du/ac): Single family detached homes on lots a minimum of 12,000 square feet (sq. ft.).

Low Density (3.1-4.5 du/ac): Single family detached homes on lots a minimum of 8,500 sq. ft.

Medium Density (4.6-7.0 du/ac): Single family detached homes, cluster developments, and attached units.

Medium High Density (7.1-12.0 du/ac): Attached dwelling units such as townhouses, condominiums, and congregate care for seniors.

Commercial

The resorts will continue to be the primary commercial use in the City. A significant portion of the sphere area, however, is designated Community Commercial in an effort to provide a regional commercial attraction, provide incentives for the annexation of the land, and a diversification of City revenues. The Land Use Plan identifies 9.4 acres designated for Professional Office development.

Commercial Designations

Community Commercial (FAR 0.75): Attractively designed retail, office, and shopping areas. Uses may include retail shops, offices, restaurants, personal service shops, grocery stores, movie theaters, hotels and resort complexes, and similar uses.

Resort Commercial (FAR 0.25): Attractively designed hotel and resort complexes. The developments will have quality architectural design and extensive landscaping. Parking areas will be screened from public streets with landscaping, buffer areas, or decorative walls. Uses include hotels as the primary use with ancillary tourist commercial uses that may include restaurants, related convention facilities, and supporting retail and personal services.

Professional Office (FAR 0.50): Attractively designed professional offices that are compatible with surrounding neighborhoods and adjacent areas. Developments will be a maximum of two stories in height and will have extensive landscaping. Parking areas will be screened from public streets with landscaping, buffer areas, or decorative walls. Typical uses would include administrative and professional offices, medical and dental offices, and financial institutions.

Special Study Area Overlay

The Special Study Area Overlay will be applied by the City Council to parcels that provide unique planning and/or economic opportunities. The overlay establishes the intent of the City to consider, after a thorough review, alternative land uses on selected properties. An applicant can propose a project consistent with the underlying land use or can conduct studies to determine the feasibility and viability of alternative land uses. The procedure allows the City to review and approve alternative land uses when an actual project is contemplated. If an alternative land use is approved as part of a project approval, the General Plan and Zoning designations are not amended until the project is completed. The procedure is intended to eliminate the ability to change the land use designations for purely speculative reasons. The City Council will have ultimate authority over any proposed land use change. The overlay procedure is identified in the policies section of this Element.

Special Study Area Overlay Designation

Special Study Area Overlay: An overlay designation that provides a procedure to review alternative land uses for City Council identified sites without amending the General Plan until an actual project is completed. The overlay does not preclude an applicant from proposing a development project consistent with the underlying land use designation.

Civic

This designation includes one category: Public Facility. As public facilities follow, rather than lead development, new areas for public facilities will be designated as development occurs. The uses within this category, however, include utility agency substations, a school, and City Hall. Vacant land on the south side of Highway 111, across from City Hall, is designated Public Facility, as the property is City-owned.

Civic Designation

Public Facility: Facilities such as the Civic Center, police and fire stations, public utilities, schools and other governmental or public facilities, such as auditoriums, museums, and libraries.

Open Space and Recreation

The Open Space and Recreation category encompasses five designations, as described below. The designations are intended to provide a range of public and private open spaces and recreational areas for enjoyment and safety of the residents. The Watercourse designation, particularly, is applied to areas subject to flood hazard within the 100-year floodplain. Floodplain areas include the City's two flood control channels and an area of unimproved floodway in the Deep Canyon area.

Open Space and Recreation Designations

Public Parks: Publicly owned parkland which is dedicated or reserved for passive recreational use by the public.

Golf and Recreation: Public and private golf courses and tennis facilities.

Open Space: Privately and publicly owned lands maintained in a natural state. Development in these areas are subject to the Hillside Management Ordinance.

Natural Preserve (1.0 du/40 gross ac): Privately owned lands with limited residential development permitted subject to the restrictions of the Hillside Management Ordinance.

Watercourse: Includes the Whitewater River and Deep Canyon flood control channels and other areas subject to flood hazard. Federal standards prohibit development in the floodway. Some Watercourse areas, however, are used for golfing. The 100-year and 500-year flood zones are depicted in the Community Safety Element, Figure IVA-3.

Goals and Policies

The land use goals and policies identified in this section translate the City's long-range vision into public policy. The policies will be used on a daily basis to evaluate development proposals and guide City-wide decisions. The section is organized by goals and policies pertaining to Land Development, City Image, Orderly Growth, and Economic Development.

Land Development

Goal IIA1

Development which maintains the City's quality residential and resort character, with adequate provisions for the housing needs of all economic segments of the community.

Residential Policies

IIA1.1 Require multifamily structures located adjacent to single-family parcels to incorporate adequate screening into project design to prevent view intrusion.

IIA1.2 Assist in the development of adequate housing to meet the needs of very low, low, and moderate income households through implementation of the Housing Program set forth in the Housing Element.

IIA1.3 Encourage clustering of residential uses to minimize impacts from noise, flooding, slope instability, and other environmental hazards, or to achieve other desirable City objectives. Clustering of units on smaller than identified lot sizes may be approved in all residential categories, except within the Very Low Density designation. Clustering in the Very Low Density designation can only occur if a specific plan or master plan is approved by the City Council, in accordance with the procedures established in the Zoning Code.

IIA1.4 Prohibit residential development in areas of greater than 65 CNEL unless effective mitigation measures can be incorporated into project designs to reduce noise levels to 65 CNEL in outdoor activity areas and 45 CNEL in indoor areas.

IIA1.5 All residential developments are subject to the density and lot size requirements established in the General Plan (unless clustering is utilized). Residential development must also comply with any adopted regulations, such as but not limited to, design guidelines, environmental mitigation measures, and impact fees.

Commercial Policies

IIA1.6 Encourage new commercial development that relates to the City's resort industry.

IIA1.7 Commercial developments shall be located and designed to minimize the impact on traffic circulation and residential land uses.

IIA1.8 Require physical separation (i.e., setbacks or barriers) where commercial development abuts residential development, and where land uses abut major arterial highways.

IIA1.9 All commercial development shall be consistent with the requirements of the General Plan, including floor area ratio (FAR) and use types and must comply with any applicable Use

Permit conditions, design guidelines, impact fees, or other development-related requirements for a particular site.

Sunrise Property Development Policies (Figure IIA-7)

IIA1.10 A Master Development Plan shall be prepared prior to the approval of any project for the site.

IIA1.11 Encourage a mixture of housing types, provided that the average density for the residentially designated portions of the site does not exceed 3.0 dwelling units per acre.

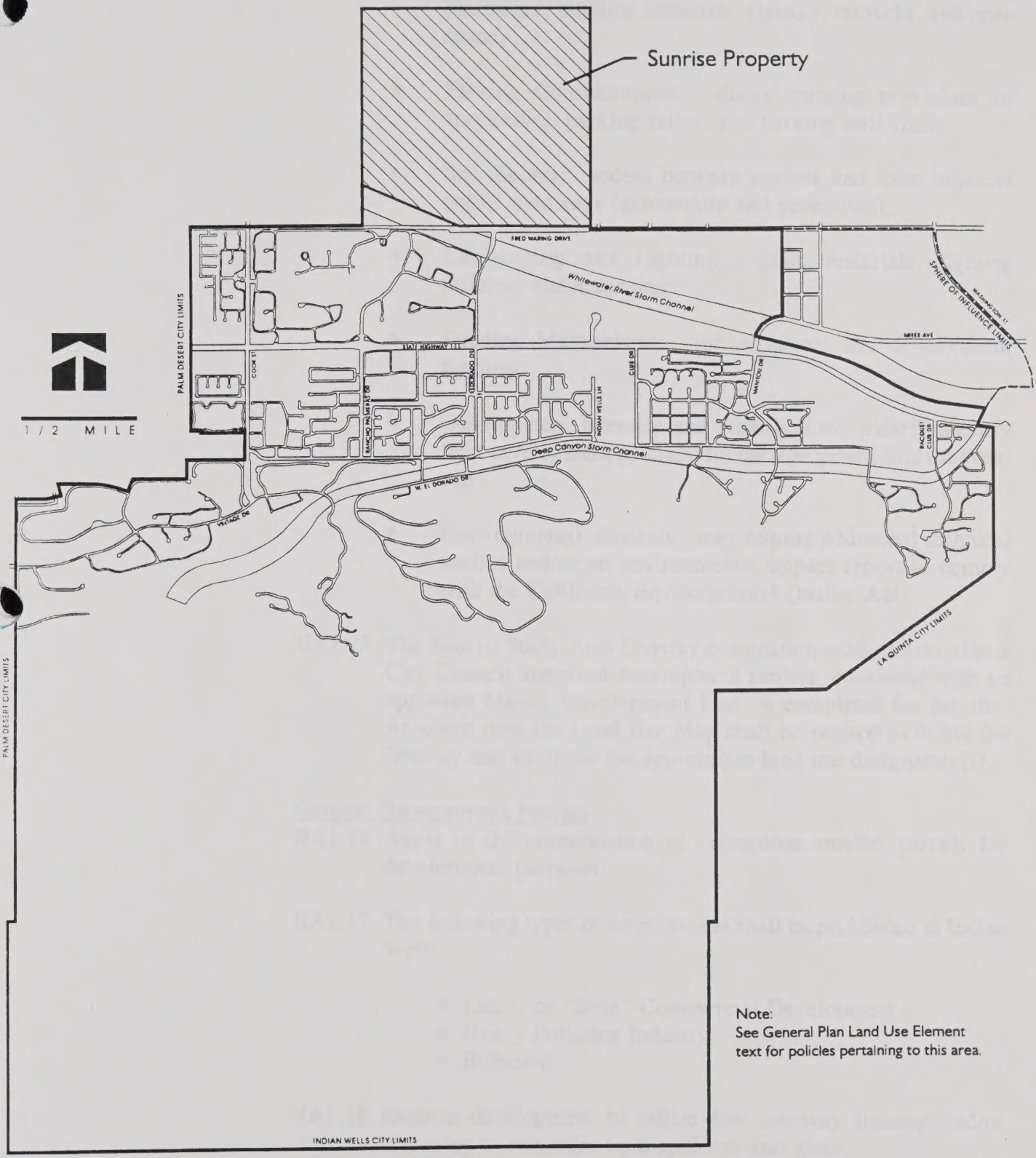
IIA1.12 Encourage the development of a hotel-resort complex, including the potential expansion of the City-operated golf course. The location of the Resort Commercial and Very Low Density Residential designations on the Land Use Plan (Figure IIA-5) are schematic. The actual location of the resort facility, golf course, and residential uses will be determined during the Master Development Plan process.

Special Study Area Overlay Policies

IIA1.13 The City shall establish a process for the implementation of the Special Study Area Overlay whereby applicants can request a Preliminary Determination of Acceptability from the City Council for alternative land use proposals. The process shall include Staff review of preliminary concept plans and technical studies, with a final decision by the City Council. The initial application package shall include, but is not limited to, the following elements:

- Application review fee;
- Preliminary Land Use and Development Concept;
- Technical Studies such as, but not limited to, traffic, fiscal, and aesthetic analysis of Preliminary Land Use and Development Concept; and
- Written authorization from all affected land owners.

IIA1.14 A comprehensive Master Development Plan shall be submitted no later than 180 days from the issuance of the City Council approved Preliminary Determination of Acceptability. TheMaster Development Plan shall include, but is not limited to, the following elements:



Note:
See General Plan Land Use Element text for policies pertaining to this area.

Source: The Lightfoot Planning Group, 1996

FIGURE IIA-7

SUNRISE PROPERTY

- Design Characteristics: architecture, scale, building placement, building materials, signage, setbacks, and open space;

- Parking Considerations: shared parking provisions (if applicable), parking ratios, and parking stall sizes;

- Site Access: access between parcels and from adjacent public roadways (automobile and pedestrian);

- Landscaping and Lighting: plant materials, lighting fixtures, and screening;

- Funding Mechanisms: infrastructure and development funding;

- Development Intensity and Distribution: clearly identify total development potential for each proposed land use type; and

- Environmental Analysis: may require additional technical studies and/or an environmental impact report to comply with the California Environmental Quality Act.

IIA1.15 The Special Study Area Overlay designation shall remain until a City Council approved development project, consistent with an approved Master Development Plan, is completed for the site. At which time the Land Use Map shall be revised to delete the Overlay and illustrate the appropriate land use designation(s).

General Development Policies

IIA1.16 Assist in the consolidation of contiguous smaller parcels for development purposes.

IIA1.17 The following types of development shall be prohibited in Indian Wells:

- Linear or "Strip" Commercial Development
- Heavy Polluting Industry
- Billboards

IIA1.18 Require development to utilize low intensity lighting and/or screening to minimize light spillover and glare.

IIA1.19 Require all new development proposals to provide evidence of land use compatibility with current and future land uses.

IIA1.20 Require sufficient areas of open space in all new development projects.

IIA1.21 All development projects will provide sufficient off-street parking to adequately serve the projected vehicles generated by the land use.

IIA1.22 Permit the use of solar panels to maximize energy efficiency provided the panels are screened from public view in accordance with the City's design guidelines.

IIA1.23 Require the installation of water conservation devices in new development pursuant to the Uniform Building, Mechanical, and Electrical Codes.

IIA1.24 The land use areas identified on the Land Use Plan (Figure IIA-5) for the Reserve at Hidden Valley are schematic only. Final land use distributions will be determined when the project is implemented and must be in conformance with the Development Agreement for the site.

City Image

Goal IIA2

Maintain the City of Indian Wells as a beautiful and aesthetically pleasing community.

Public Improvement Policies

IIA2.1 Implement the design standards of the Highway 111 Specific Plan, and continue to ensure that the Specific Plan is consistent with the General Plan.

IIA2.2 Continue the Art in Public Places program, including the identification of funding sources and potential sites for public art display. The program may include, but is not limited to, City entry monumentation, streetscape treatments (including street signs), and other public area improvements.

Private Development Policies

IIA2.3 Encourage development which capitalizes on the area's natural environmental setting and preserves views of scenic hillside areas.

IIA2.4 Regulate building height to avoid obtrusive breaks in the natural skyline and to be responsive to surrounding settings.

IIA2.5 Implement the Hillside Management Ordinance.

IIA2.6 Maintain and promote high quality urban design to ensure and enhance the quality image and residential character of the City.

IIA2.7 All development in the City will comply with approved design standards, including but not limited to, architecture, landscaping, site design, and other development related regulations intended to enhance and promote the image of Indian Wells.

Orderly Growth

Goal IIA3

New development which is coordinated with the provision of infrastructure and public services.

Infrastructure and Community Services Policies

IIA3.1 Require right-of-way and other necessary improvements to be installed by developers as each property develops.

IIA3.2 Locate new development where infrastructure and community services are available or can be expanded without adverse effects on existing uses.

IIA3.3 Encourage the provision of cost-efficient public services, such as low maintenance, water efficient public landscaping.

IIA3.4 Continue to contract with public and private entities for the provision of public services as long as these services are more economical, more accessible, and/or better serve the needs of residents than City-provided services.

IIA3.5 Coordinate the planning of future public services and facilities with adjoining cities and County service providers to ensure the efficient delivery of services.

IIA3.6 Work with other public agencies in developing multi-functional public service centers in the community.

IIA3.7 Continue to work with the Cove Communities Services Commission and Riverside County to provide comprehensive planning and future fire protection services.

IIA3.8 Continue to upgrade older water mains in the City as needed to ensure adequate water pressure for fire fighting.

IIA3.9 Periodically survey residents to assess the perceived adequacy of City services and facilities.

IIA3.10 Encourage the provision of community facilities.

Annexation/Sphere of Influence Policies

IIA3.11 The City shall comply with procedures and programs of the County of Riverside and the Local Agency Formation Commission (LAFCO) for future annexations.

IIA3.12 As developed areas are annexed into the City, existing development may be exempt from City development standards beyond those necessary to ensure the health and safety of the occupant.

IIA3.13 Encourage retail development projects that can realistically satisfy area-wide or regional-based demand for goods and services.

IIA3.14 Ensure that future annexations are fiscally beneficial to the City.

IIA3.15 A Master Development Plan shall be approved by the City Council, in accordance with the procedures established in the Zoning Code, prior to annexation of any commercial areas within the sphere of influence.

Economic Development

Goal IIA4

Protection of the fiscal integrity of Indian Wells.

Revenue Generating Policies

IIA4.1 Maintain significant revenue-generating land uses in the City, particularly Resort Commercial uses, to assure a balance of costs and revenues over time.

IIA4.2 Continue to promote the City of Indian Wells through regional and local business associations, tourist councils and committees, and other methods.

IIA4.3 Assess the probability of market support for commercial projects to ensure anticipated fiscal benefits can be realized and the competitive position of the City is not jeopardized by undermining the market performance of effective existing commercial uses.

IIA4.4 Continue to utilize Redevelopment activities to improve the City's fiscal position.

Expenditure Control Policies

IIA4.5 Require that development pay its pro-rata share of the cost of public services and facility expansions required by that development.

IIA4.6 Define benefit-related areas in which appropriate development fees will be established to defray the costs necessary to provide public services to the area.

IIA4.7 Review the fiscal viability of future development projects in terms of net effect resulting from construction and probable land use activities.

Implementation of the Land Use Element

Indian Wells is authorized by law to utilize a variety of mechanisms to implement the policies of the Land Use Element. The following summarizes the most common methods for implementing land use elements. Indian Wells is not limited by the ordinances, plans, and documents listed here.

Zoning Ordinance: The City will update and revise the zoning text and map to ensure State mandated consistency between the General Plan and Zoning Ordinance.

Capital Improvement Program: The City's Capital Improvement Program is possibly the most important implementation tool available. Because of this, it will be consistent with, and implement the General Plan.

Specific Plans: The City currently has one approved Specific Plan (Highway 111). Specific plans are implementing tools for general plans and must be consistent with the General Plan, as required by State Government Code Section 65454. The City of Indian Wells will address any land use inconsistencies of the Specific Plan once the General Plan is adopted.

Redevelopment Plan: The Redevelopment Plan must be consistent with the General Plan.

Design Guidelines and Standards: Design guidelines and standards are used to preserve and enhance the physical appearance of the City, and therefore must be consistent with the General Plan.

Public Facility and Service Plans: Although the City does not provide water, sewer, fire, police, and other public services, all outside agency plans must be consistent with the General Plan.

The Land Use Element's success is the responsibility of all City residents and staff, the development community, service agencies, and City decision-makers. All land use actions by the City should be directed towards the implementation of the policies identified in this Element.

THE CITY OF
INDIAN WELLS
CALIFORNIA

December 15, 2000
Mailed: Certified Return Receipt

Department of Housing and Community Development - HCD
Cathy Creswell, Acting Deputy Director
1800 Third St., Room 430, PO Box 952053
Sacramento, CA 94252-2053

Re: Housing Element Update

Dear Ms. Creswell:

Please find attached the City of Indian Wells Housing Element update for the next Planning Cycle. The Housing Element update includes changes and comments made by HCD following the Planning Commission review in May 2000. The Housing Element also incorporates the new Regional Housing Need Assessment (RHNA) numbers as allocated by the Southern California Association of Governments (SCAG).

The basic changes are as follows:

- Incorporate new RHNA numbers
- Describe affordable housing accomplishments in last cycle
- Describe new affordable housing sites
- Housing condition survey
- Update housing costs

The Planning Commission re-approved the changes on November 30, 2000 and the City Council approved the document on December 7, 2000. Therefore, we are requesting certification of the Indian Wells Housing Element update 2000.

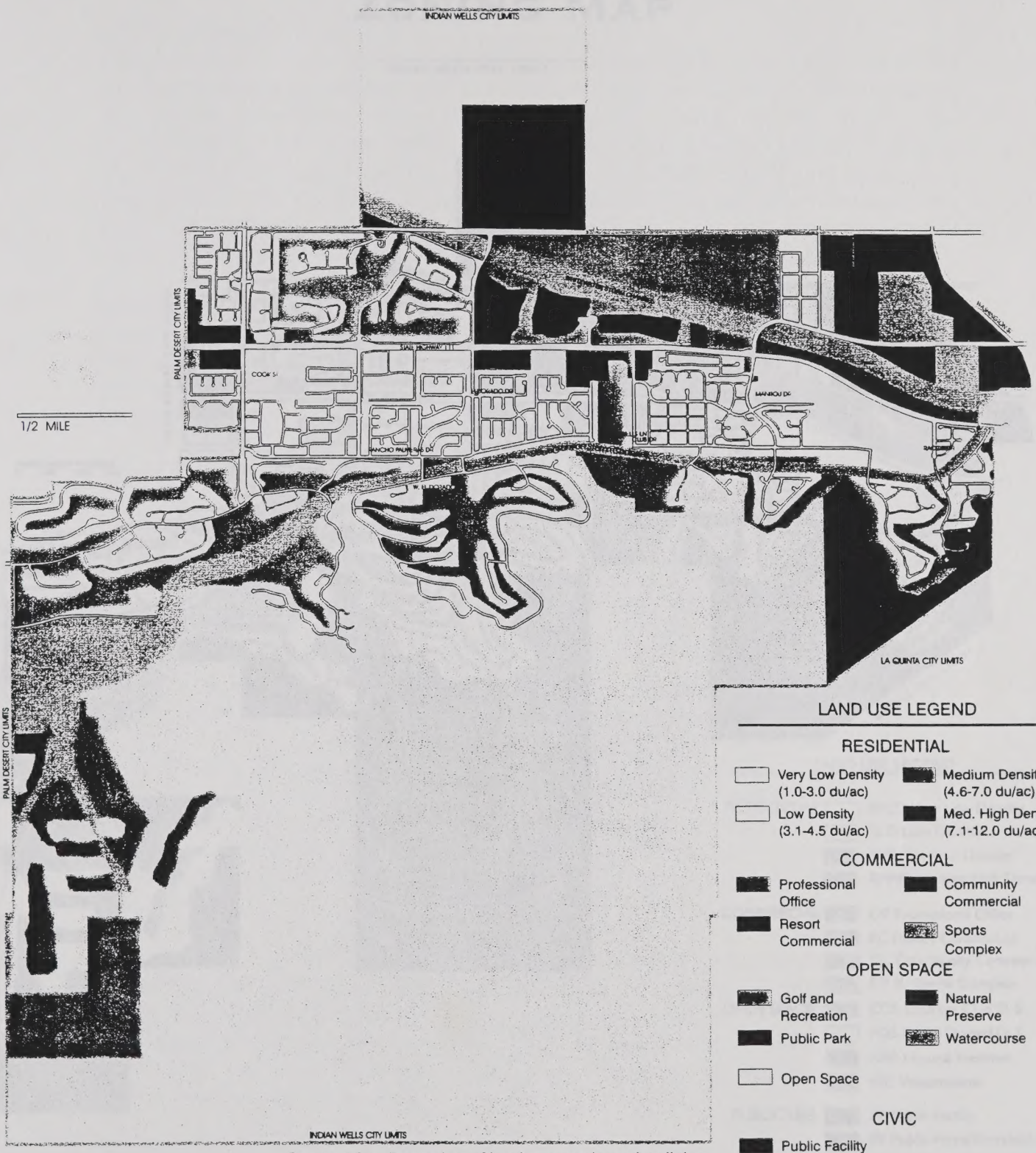
If there are any questions, I can be reached at (760) 776-0229 or email ckates@ci.indian-wells.ca.us.

Sincerely,

Corrie D. Kates, Planning & Building Director

ATTACHMENTS:
1. Updated Landuse Map
2. Updated Zoning Map
3. Updated Housing Element

44-950 Eldorado Drive • Indian Wells • California • 92210-7497
(760) 346-2489 • FAX (760) 346-0407
http://www.ci.indian-wells.ca.us



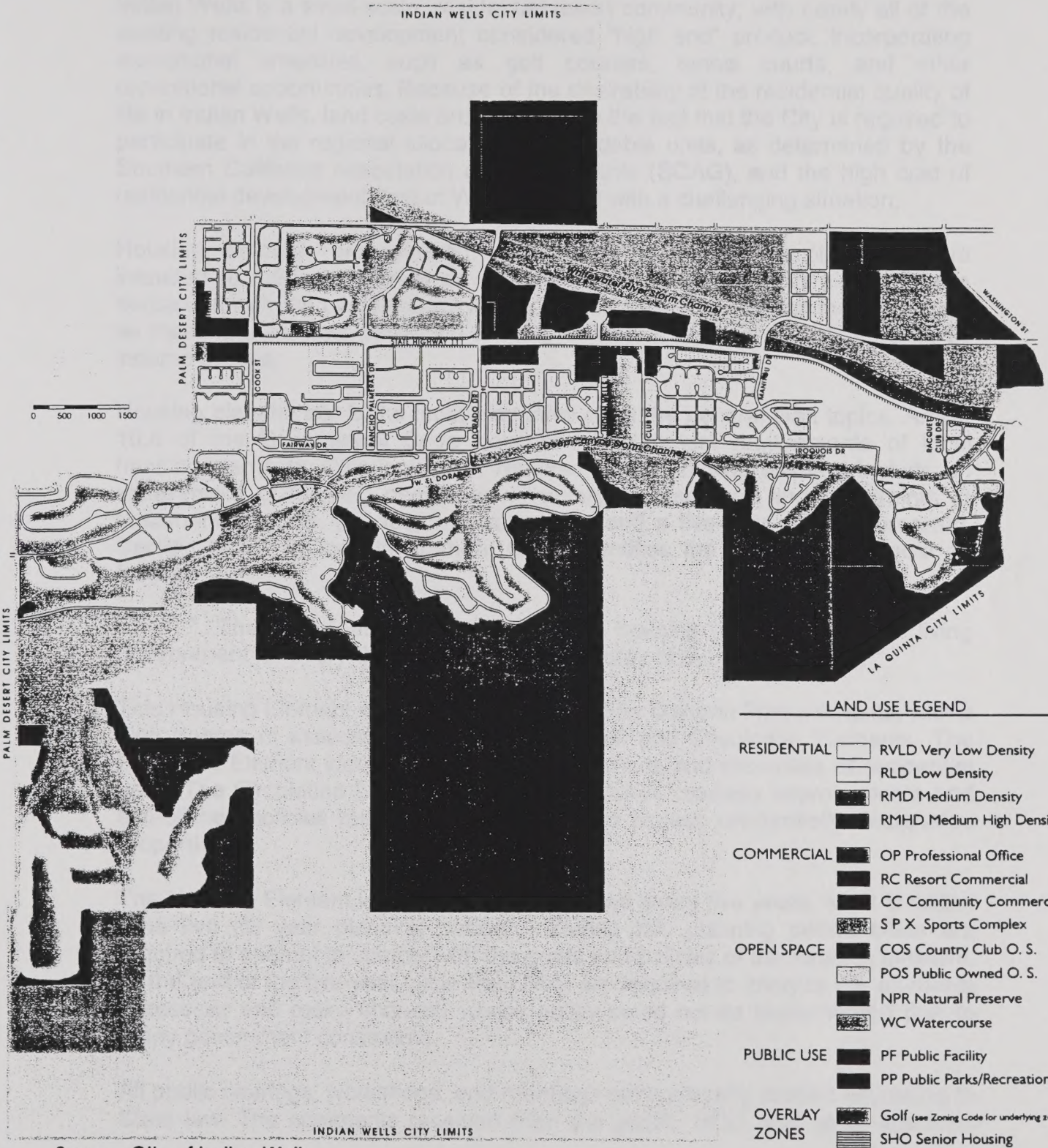
See text for discussion of land use goals and policies.

Source: City of Indian Wells
Updated: November 30th 2000

FIGURE IIA-5

Land Use Plan

INDIAN WELLS
ZONING MAP



LAND USE LEGEND

RESIDENTIAL	RVLD Very Low Density
	RLD Low Density
	RMD Medium Density
	RMHD Medium High Density
COMMERCIAL	OP Professional Office
	RC Resort Commercial
	CC Community Commercial
	S P X Sports Complex
OPEN SPACE	COS Country Club O. S.
	POS Public Owned O. S.
	NPR Natural Preserve
	WC Watercourse
PUBLIC USE	PF Public Facility
	PP Public Parks/Recreation
OVERLAY ZONES	Golf (see Zoning Code for underlying zones)
	SHO Senior Housing
	SSAO Special Study Area
	HWYO Highway 111

Source: City of Indian Wells
Updated: November 30th 2000

Chapter II: Community Development
IIB. Housing

Introduction and Authority

Indian Wells is a small-scale, residential-resort community, with nearly all of the existing residential development considered "high end" product, incorporating exceptional amenities, such as golf courses, tennis courts, and other recreational opportunities. Because of the desirability of the residential quality of life in Indian Wells, land costs are high. Given the fact that the City is required to participate in the regional allocation of affordable units, as determined by the Southern California Association of Governments (SCAG), and the high cost of residential development, Indian Wells is faced with a challenging situation.

Housing elements are required components of all general plans and are intended to guide residential development and preservation in a way that is consistent with the overall social and economic values of the community as well as meeting State laws pertaining to the provision of housing opportunities for all income groups.

Housing element law is the most extensive of all the general plan topics. Article 10.6 of the Government Code describes the content requirements of local housing elements. This legislation requires that a housing element include an assessment of housing needs; an inventory of resources and constraints; a statement of goals, policies, and objectives; and a five-year housing program. Section 65581 of the Government Code identifies the State-housing goal as follows:

"...The early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order."

This Housing Element is consistent with the other General Plan elements, with a high degree of association with the Land Use and Circulation Elements. The Land Use Element identifies land use designations and intensities of residential uses. The Circulation Element discusses the City's roadway improvements and establishes policies that provide the ability to access residentially designated properties.

The Housing Element is required to be updated every five years, what is called "The five (5) year planning period". During this planning period cities are required to attempt to comply with the goals and policies of the housing element. At the end of the five-year cycle the Cities are required to analyze the elements successes and make changes where policy could not be implemented due to many government constraints.

All public hearings, workshops, and meetings were properly noticed according to State law. The comments received from the public, HCD, and other agencies

regarding the adequacy of the Housing Element were considered prior to formal adoption by the Indian Wells City Council.

Organization of the Element

The State of California defines housing element content. Organization of the element, however, is determined by local jurisdictions. This Housing Element utilizes a traditional organizational approach, with a summary of the existing demographic and housing conditions in the City, identification of Indian Wells housing needs and assessment of previous housing programs. Beyond the discussion of the demographic characteristics in the City, the Summary of Existing Conditions section also outlines the City's resources and constraints as they relate to the provision of affordable housing. The final two sections of this Element include the Goals and Policies and the Housing Program, which includes quantified objectives, as required by State law.

Summary of Existing Conditions

A summary of the City's housing conditions as they existed in April 1996, are identified in this section. As required by State law, the discussion includes a community profile of housing, employment, population, and other demographic information. Additionally, the section includes an analysis of resources and constraints to the development of affordable housing in Indian Wells. This information was obtained from the 1990 Federal Department of the Census. The Department of Housing and Community Development (HCD) for the State of California is not requiring this information be updated for this Planning Cycle (July 2000 to June 2005). This section also concludes with an identification of the housing needs in Indian Wells and an assessment of the past housing program. The information contained in this section is summarized from the Indian Wells General Plan Existing Conditions Technical Report, dated April 1994. However this update will reflect current available data such as population, housing costs and permit activity since the 1988 Planning Cycle. Therefore, the Housing Element will be accurate for the July 2000 to June 2005 Planning Cycle.

Community Profile

Population and Housing

The population and housing characteristics of Indian Wells are very different than exists in most California communities. Less than half of the total population resides in the City on a year-round basis. This is reflected in the fact that approximately 52 percent of the total housing units in Indian Wells are utilized for seasonal, recreational, or occasional use only. Most vacant, seasonal units are located in private, gated communities. Overall, Indian Wells has approximately 2,924 units (79%) within gated communities, and approximately 819units (21%) in un-gated neighborhoods. A community survey was completed in March, 1993, which determined that the residents of the gated areas live in Indian Wells an average of 8.5 months a year, while the un-gated area residents live in the City

an average of 10.7 months a year (see Figure IIB-1, delineating gated and un-gated residential areas).

The population of Indian Wells is predominantly white, and of retirement age. The 1990 Census identifies a citywide median age of 62.3 years. Figure IIB-2 illustrates Indian Wells' age distributions by gender and ethnicity. Over 23 percent of all persons in Indian Wells are white males, over 65 years of age. The second largest category is white females in the 45-64 years age category (22 percent). Overall, 97 percent of the Indian Wells population is white, with the remaining three percent being Asian/Pacific Islander, Hispanic, or Black.

At incorporation in 1967, Indian Wells had an estimated 855 residents and 585 dwelling units. By 1980, these numbers increased to 1,394 persons (63 percent increase) and 2,041 dwelling units (248 percent increase). As evidenced by the development rate during the 13-year span from incorporation to 1980, the City experienced a high rate of second home or seasonal home development. The 1990 Census identifies a population of 2,647 persons (90 percent increase from 1980) and 3,019 dwelling units (48 percent increase from 1980). However, since the year 2000 Census information is not yet available the estimates defined in this report were taken directly from the Department of Finance, and the Indian Wells Building Department. City Building Division records account for 581 permits issued since June 1999. Based on the additional residential building activity (permits) through June 1999, Indian Wells is estimated to have 3,610 dwelling units as of June 1999. A windshield survey and review of recent air photos of the City supports this unit count. The recently annexed area added an additional 133 units. The City estimates that there are currently 3,406 permanent residents and 2,137 seasonal residents.

The housing unit inventory consists of 2,031 single-family detached units (56.3 %), 1,109 single-family attached units (30.7%), and 470 units (13.0%) within multiple-unit structures. Figure IIB-3 illustrates the exiting residential land use distribution in Indian Wells. An updated windshield survey of all housing units in the City determined that less than eight (8) units, (window survey completed November 1999) appeared in need of rehabilitation. No units were determined to need major renovations or rehabilitation. The only renovations seen in our window survey would be residential units in need of minor painting. Because of this, rehabilitation of exiting units is not considered to be a significant problem in Indian Wells. Additionally, due to the high quality condition of the housing stock, private or public demolitions are not anticipated.

Additionally, the Department of Housing and Community Development (HCD) for the State of California requires that all Cities provide for not only what is called the Regional Housing Needs Assessment known as RHNA but with Household Problems (HHD). These categories are, Overpayment, Overcrowding, no Plumbing & Heating). The Southern California Association of Governments (SCAG) is required to distribute this mandate to local agencies. Therefore, each

City according to HCD is also required to assist the mandated housing problems for their particular region. Indian Wells allocation is 472 units. Therefore, according to SCAG there are 472 units in need of additional repair. They are defined as follows:

Overpayment

Overpayment is determined by SCAG by utilizing data from the Federal Department of Housing and Urban Development (HUD). Overpayments are individuals that are paying more than 30% of the gross income to a home mortgage. Discussions with SCAG revealed that in a community such as Indian Wells that Overpayment is typically because the individual is capable of spending more on housing and not that they are in need of financial assistance nor are the majority of incomes within an affordable category. Of the 472 units 100% of the units fall into the overpayment category. In reviewing the allocation to the City, it was found that a majority of the overpayment units are within the Above Moderate category. Detailed below is a Table that clarifies the remaining HHD's for the 2000 to 2005 Planning Cycle.

Income Level	Existing Need	Indian Wells Villas (constructed)	Credit for Overcrowding	Credit for Market Provided Units	Credit for Market Provided Units >120% MFI	Revised HHD
Very Low	37	31	4	--	--	**2**
Low	26	38	--	--	--	**0**
Moderate	72	21	--	22 | 18	--	**11**
Above Moderate	314	--	--	--	241	**73**
Total:	**472**	**--**	**--**	**--**	**--**	**86**

Based on the above table it was determined that the City of Indian Wells, has no overpayment demands for the existing need allocation.

Household Overcrowding

Overcrowding refers to housing units with more than 1 persons per room, excluding bathrooms, hallway, porches, etc.

The 1993 California Housing Authority Association (CHAS) identified that Indian Wells had 5 units with overcrowding. Based upon SCAG's straight-line projection methodology for estimating the number of households with overcrowding a 23% increase would have resulted in 6 units assigned to Indian Wells.

In March 1993 as part of updating of its General Plan, India Wells commissioned Ultra-Research, Inc. to undertake a citywide Community Service Survey. This survey identified that:

- The average household size in the gated areas was 1.97 persons; and
- The average household size in the un-gated areas is 2.46; and
- The average household size in the City is 2.14; and
- That only 2 housing units contained more than 5 persons per room (1990 census).

Substandard Housing Conditions

The 1993 Consolidated Housing Affordability Strategy (CHAS) identified that no dwelling units in the City were lacking plumbing, heating or kitchen facilities. In 1996 the City identified that less than 10 units were in need of rehabilitation. An updated windshield survey of all housing units in the City determined that less than 8 units appeared in need or rehabilitation (Windshield Survey conducted November 1999). No units were determined to need major renovation or demolition. Due to the high quality condition of the housing stock, rehabilitation of existing units is not a significant problem in Indian Wells. As such, no substandard housing units should have been included as part of the City's assigned existing need.

Summary of HHD

In discussions with SCAG representatives it was determined that Indian Wells does not have compliance concerns with regard to the HHD with Housing Problems. This was based on that most home owners in Indian Wells can afford their mortgage and that the Federal Government is not responsible for families that exceed the 30% mortgage to gross income ratio. Living beyond the 30% standard mortgage to income ratio is a personal choice not a requirement. Many individuals and or families may live above this ratio, it does not mean they are living beyond there financial capabilities.

The HUD regulation stating that 1.01 persons per room is required should be discounted. If all Cities were to consider an occupancy of a married couple in a single bedroom home this would be considered overcrowding. Single Family homes within the City of Indian Wells are a minimum 2,000 square feet. The average bedroom size is 150 square feet. Based on this ratio there is no overcrowding of dwelling units in the City of Indian Wells.

A review of all building permits for the dwelling units in the City of Indian Wells, there was only one (1) home on septic tanks (known as the Bray property) and every home has some form of heating and plumbing. However, with the City's recent annexation known as Annexation Area No. 13, the City has approximately 133 homes within the City that currently are served by a septic system rather than being connected to a sanitary sewer system. Additionally, the City contacted the local energy and water providers, (Coachella Valley Water District, Southern California Edison and Imperial Water and Power) they stated that they are providing water and power to all dwelling units in the City of Indian Wells.

Additionally, discussions with SCAG revealed that in an urbanized area there typically do not exist any households with no plumbing or heating.

While Indian Wells may not have any HHD Problems, HCD have stated that Indian Wells must meet a mandated 472 units that fall into the following categories of Overpayment, Overcrowding, and or a Substandard Housing Condition. Indian Wells has met a majority of these requirements as shown in the previous table.

Housing Stock (Community Profile Cont.)
Since the 1990 Census Indian Wells has increased its housing stock from 3,019 to an estimated 3,610 units. The median year built of all units, according to the Census, is 1979. This means that still more than half the units were built prior to 1979 and the other half were constructed after. Additionally, City building records show a total number of units developed since 1990 are as follows:

Building Permits Issued

Year	Total Units
1990	68
1991	58
1992	78
1993	13
1994	24
1995	25
1996	31
1997	82
1998	154
1999	48*
Total	**581**

* Source: City of Indian Wells Building Department through June 1999

Tenure
As stated previously, Indian Wells is unique in that there are a significant number of units used only on a seasonal basis. Because of this, Indian Wells has a high vacancy rate. The 1990 Census indicated that approximately 58.34 percent of all units within Indian Wells were vacant and approximately 87.4 percent of these units are seasonal use only. While the vacancy rate cannot be updated from the 2,000 Census, local realtors in Indian Wells (Coachella Valley) area are finding that the vacancy rate from the 1980 Census will go up to approximately 59%. Tenure of occupied housing units, by age of householder, is illustrated below:

Tenure by Age of Householder

Age Ranges	Owner Occupied	Renter Occupied	Total
25-34	31	7	38
35-44	84	7	91
45-54	137	0	137
55-64	322	12	334
65-74	402	0	402
75+	178	0	178
Total	**1,154**	**26**	**1,180**

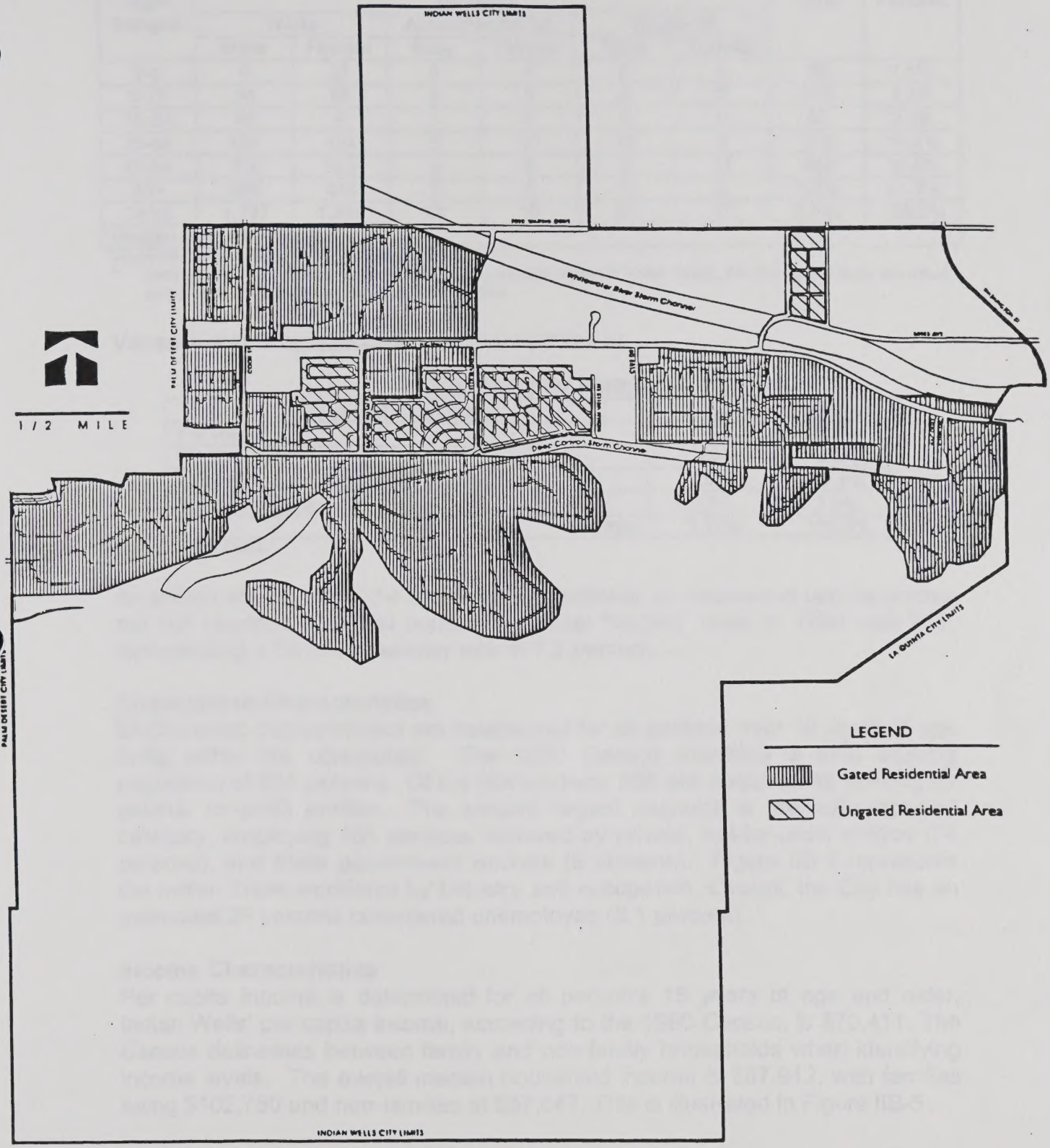


FIGURE IIB-1

GATED AND UNGATED RESIDENTIAL AREAS

Age Ranges	Ethnicity*						Total	Percent
	White		Asian/Pacific Isl.		Hispanic			
	Male	Female	Male	Female	Male	Female		
0-4	0	27	0	9	0	0	36	1.5%
5-17	34	66	9	0	0	0	109	4.4%
18-24	48	9	0	0	0	0	57	2.3%
25-44	151	194	8	10	13	0	376	15.2%
45-64	338	525	0	0	0	17	880	35.5%
65+	566	448	0	0	8	0	1022	41.2%
Total	**1,137**	**1,269**	**17**	**19**	**21**	**17**	**2,480**	**100.0%**
Median Age: 62.3 Years								

Figure IIB-2: Age Distribution by Gender and Ethnicity

* Although the 1990 Census does not identify any resident Blacks in Indian Wells, the City does include this ethnic group. Specific populations, however, are unknown.

Vacancy status by type of unit is illustrated below.

1990 Vacancy Status

Type of Unit/Status	Number	Percent
For Rent	8	0.5%
For Sale Only	80	4.6%
Seasonal, Recreational or Occasional Use	1,526	87.4%
All other Vacant	131	7.5%
Total	1,745	100.0%

Source: 1990 Census

As shown above, when the seasonal, recreational, or occasional use vacancies are not counted, the total number of actual "vacant" units in 1990 was 219, representing a Citywide vacancy rate of 7.2 percent.

Employment Characteristics

Employment characteristics are determined for all persons over 16 years of age living within the community. The 1990 Census identifies a total working population of 804 persons. Of the 804 workers, 566 are classified as working for private, for-profit entities. The second largest segment is the self-employed category, employing 155 persons, followed by private, not-for-profit entities (74 persons), and State government workers (9 persons). Figure IIB-4 represents the Indian Wells workforce by industry and occupation. Overall, the City has an estimated 26 persons considered unemployed (3.1 percent).

Income Characteristics

Per capita income is determined for all person's 15 years of age and older. Indian Wells' per capita income, according to the 1990 Census, is $70,411. The Census delineates between family and non-family households when identifying income levels. The overall median household income is $87,942, with families being $102,780 and non-families at $57,647. This is illustrated in Figure IIB-5.

Cost of Housing

The 1990 Census identifies a total of 1,180 occupied units. Approximately 97.8 percent of these units are owner occupied. The overall median value of owner

occupied units in 1990 was $375,400. Owner occupied housing values are shown below. Over 30 percent of the units have a value over $500,000.

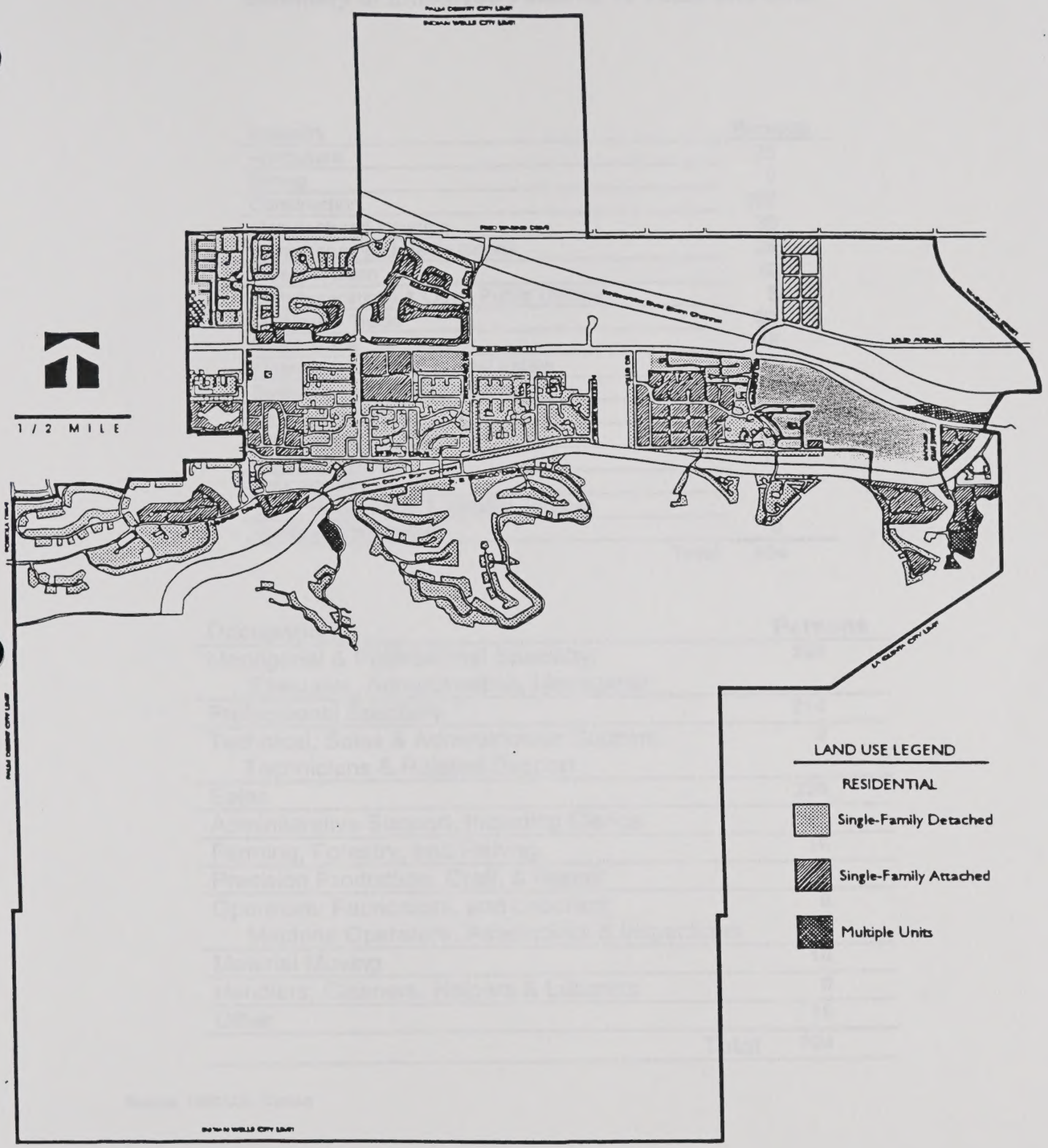


FIGURE
IIB-3

1999 Residential Distribution

Summary of Employed Persons 16 Years and Over

Industry	Persons
Agriculture	25
Mining	0
Construction	107
Manufactured Housing	30
Manufacturing-Durable Goods	28
Transportation	10
Communications & Other Public Utilities	8
Wholesale Trade	21
Retail Trade	118
Finance, Insurance, & Real Estate	203
Business and Repair Services	36
Personal Services	18
Entertainment & Recreation	31
Health Services	37
Educational Services	53
Other Professional & Related Services	79
Public Administration	0
Total	**804**

Occupation	Persons
Managerial & Professional Specialty: Executive, Administrative, Managerial	224
Professional Specialty	214
Technical, Sales & Administrative Support: Technicians & Related Support	0
Sales	220
Administrative Support, Including Clerical	31
Farming, Forestry, and Fishing	16
Precision Production, Craft, & Repair	79
Operators, Fabricators, and Laborers: Machine Operators, Assemblers & Inspections	0
Material Moving	10
Handlers, Cleaners, Helpers & Laborers	0
Other	10
Total	**804**

Source: 1990 U.S. Census

Figure IIB-4:

Income Range	Households			
	Families	Non-Families	Total	Percent
0-$24,999	90	53	143	12.2%
$25,000-$49,999	109	56	165	14.1%
$50,000-$74,999	116	60	176	15.0%
$75,000-$99,999	140	34	174	14.8%
$$100,000-$124,999	122	0	122	10.4%
$125,000-$149,999	70	0	70	6.0%
$150,000 or more	286	37	323	27.5%
Total	**933**	**240**	**1,173**	**100.0%**
Medium Incomes				
Families	$102,780			
Non-Families	$57,647			
Overall	$87,942			

Source: 1990 U.S. Census

Figure IIB-5: Household Income Levels

Owner Occupied Housing Values

Value	Units	Percent
Less than $124,999[1]	187	15%
$125,000-$199,999	91	7%
$200,000-$299,999	261	21%
$300,000-$399,999	240	19%
$400,000-$499,999	148	12%
$500,000 or more	326	26%
Total	**1,253**	**100.0%**

Mean Value	Values
Mortgaged	$384,461
No Mortgage	$418,981
All Units	$400,199
Median Value	**$375,400**

[1] Although the Census does not identify any units with values below $124,000, there are studio units within the Racquet Club Community that are presently offered in the $40,000 range. These units may be owner occupied, rented, or used for seasonal use only.
Source: 1990 Census and Bartlett Commercial – Real Estate Broker

Owner occupied housing costs are generally associated with mortgage payments, taxes, utility payments, and homeowner association dues. Approximately 45.6 percent of all owner occupied units have no mortgage. The median costs for non-mortgaged owner occupied units is $401 per month.

The mortgaged owner occupied units have a median monthly cost of $2,001. Over 30 percent of all owners occupying their units pay more than 30 percent of their gross income for housing costs. Of this number, nearly 85 percent of the owners have mortgages. This analysis is illustrated below:

Mortgage Status by Monthly Owner Occupied Costs (as a percentage of household income)

Housing Costs % of income	With a Mortgage	No Mortgage	Total
0-19%	137	402	539
20-24%	62	21	83
25-29%	87	0	87
30-34%	63	9	72
35 +	212	45	257
not computed	19	9	28
Total	**580**	**486**	**1,066**

Source: 1990 Census

Renters comprise the remaining 2.2 percent of the occupied units, which represents a total of 26 single-person renters. No families were reported to be renters in the 1990 Census. Only 12 renters pay for their units, however. The median gross monthly rent for the 12 renters, in 1990, was $875. All of the cash

renters were living in two bedroom units, while all of the non-cash renters (14 single-persons) occupied three bedroom units. Only cash renters paid over 35 percent of their gross household income for their units.

Housing affordability is determined by Section 50053 of the California Health and Safety Code and varies by income level and family size. The Federal Office of Housing and Urban Development (HUD) generally defines an affordable unit as one, which costs less than 30 percent of the household's gross income. Households are delineated into four different income levels:

HUD Defined Income Categories

Income Level	% of Regional Median Household Income
very low	< 50%
low	50 to 80%
moderate	80 to 120%
above moderate	> 120%

General affordability limits for each income group are presented in Figure IIB-6 and are based on the February 1999 Riverside County income levels, household sizes, and assumptions of unit sizes based upon household size. In Indian Wells, there are 329 owner-occupied households and 12 renter-occupied households paying more than 30 percent of their income for housing costs. (Source: 1990 Census)

Resources and Constraints

Governmental Housing Constraints

Local governments affect the supply, distribution, and cost of housing through land use controls, building codes, development permits, and fees. Compliance with State mandated requirements, such as environmental impact assessments, approval procedures, and energy insulation and/or interior noise standards influence the cost and nature of residential development. In addition, property taxes and special assessments contribute to the governmental impact on housing.

Unit Type	1 Bedroom		2 Bedroom		3 Bedroom		4 Bedroom	
	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
Very Low Income (<50% of Median)								
Max Annual Income	$ 16,500	$ 18,900	$ 21,250	**$ 23,600**	$ 25,500	$ 27,400	$ 29,250	$ 31,150
Max Monthly Income	$ 1,375	$ 1,575	$ 1,771	**$ 1,967**	$ 2,125	$ 2,283	$ 2,438	$ 2,596
Rent (30%)	$ 413	$ 473	$ 531	**$ 590**	$ 638	$ 685	$ 731	$ 779
Lower Income (50% to 80% of Median)								
Max Annual Income	$ 26,450	$ 30,200	$ 34,000	**$ 37,750**	$ 40,800	$ 43,800	$ 46,800	$ 49,850
Max Monthly income	$ 2,204	$ 2,517	$ 2,833	**$ 3,146**	$ 3,400	$ 3,650	$ 3,900	$ 4,154
Rent (30%)	$ 661	$ 755	$ 850	**$ 944**	$ 1,020	$ 1,095	$ 1,170	$ 1,246
Moderate Income (80% to 120% of Median)								
Max Annual Income	$ 39,650	$ 45,300	$ 51,000	**$ 56,650**	$ 61,200	$ 65,700	$ 70,250	$ 74,800
Max Monthly Income	$ 3,304	$ 3,775	$ 4,250	**$ 4,721**	$ 5,100	$ 5,475	$ 5,854	$ 6,233
Rent (30%)	$ 991	$ 1,133	$ 1,275	**$ 1,416**	$ 1,530	$ 1,643	$ 1,756	$ 1,870

Note: Shaded boxes indicate affordable rent limits for specified income level and household size.

Unit Type	1 Bedroom		2 Bedroom		3 Bedroom		4 Bedroom	
	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
Median Income								
Max Annual Income	$ 33,050	$ 37,750	$ 42,500	**$ 47,200**	$ 51,000	$ 54,750	$ 58,550	$ 62,300
Max Monthly Income	$ 2,754	$ 3,146	$ 3,542	**$ 3,933**	$ 4,250	$ 4,563	$ 4,879	$ 5,192
Rent (30%)	$ 826	$ 944	$ 1,063	**$ 1,180**	$ 1,275	$ 1,369	$ 1,464	$ 1,558

Source: California Department of Housing and Community Development - 1999

Figure IIB-6: Household Affordability Limits

Historically, the provision of affordable housing has been almost exclusively a function of the public sector. Market rate housing has not been, overall, affordable to households other than the upper ranges of Moderate income households (80-120 percent of Median County income) and Above Moderate income households (above 120 percent of the median County income). With the cost of housing increasing at a rate faster than the increase in income, more people are being eliminated from the "starter" home market. The demand for housing in Indian Wells is strong due to the fact that it is an attractive area.

With the creation of the Indian Wells Redevelopment Agency, the City has become more active in the area of affordable housing. By acting through the Redevelopment Agency (RDA), the City has had the ability to use funds set-aside to expand and improve the supply of housing affordable to low and moderate income households.

By using RDA funds, the City/Agency is able to streamline the review process thereby removing any Governmental Constraints. Although Federal and State agencies also play a role in the imposition of governmental constraints, the actions of these agencies are, for the most part, beyond the influence of local government and are therefore not addressed in this document.

Land Use Controls

Land use controls are established by cities to regulate the distribution, location, and intensities of development as well as site-specific construction, such as building height, bulk, and materials. The primary land use control mechanisms are the General Plan Land Use Element and City Zoning Code. Other regulations include subdivision ordinances, design standards, and public facility plans.

The Land Use Element designates four residential categories: Very Low Density (1-3 du/gross acre), Low Density (3.1-4.5 du/gross acre), Medium Density (4.6-7 du/gross acre), and Medium-High Density (7.1-12 du/gross acre). Residential development may also occur in the Natural Preserve designation (1-du/40 acres), with limitations.

In terms of zoning, the Indian Wells Zoning Code identifies development standards for each residential zone, along with a residential use matrix (Figure IIB-7). The Indian Wells Zoning Code also identifies residential overlays, intended to guide affordable and senior housing. The Affordable Housing and Senior Housing Overlays apply to designated affordable housing sites only, and indicate the City Council's intent to utilize developer incentives for the provision of affordable housing. The incentives currently described in the Zoning Code for the Overlay are:

1. Fast track processing;
2. Waiver of City fees;
3. Land purchase subsidization;
4. Land acquisition and assembly;
5. Subsidizing of development cost;

6. Construction loan and/or permanent land subsidization;
7. Purchase mortgage assistance;
8. Renter assistance;
9. Direct City ownership and/or management;
10. Relaxation of City standards, including density increases;
11. Combination of the above; and
12. Additional valid proposals submitted.

The density increase provisions state:

> "A developer may apply to the City to construct affordable housing in any residential zone within the City. If the developer agrees to construct at least (1) twenty-five percent (25%) of the total units of the proposed housing development for persons and families of low or moderate income ... or (2) ten percent (10%) of the total units ... for lower-income households... or (3) fifty percent (50%) of the total dwelling units for qualifying residents... the City shall either grant a density increase or provide other incentives or equivalent financial value... Administration of this section shall be in accordance with [State density bonus provisions]."

The Zoning Code also makes provisions for the modification of development standards for affordable housing. The modifications can include parking spaces, parking enclosures, and open space requirements.

Zoning Code was revised following the General Plan Update of February 1996. This update included provisions for the allowing an incentive and density bonus provisions to be utilized on any City-approved site proposing the development of affordable housing. As part of the General Plan update process a review of the Model Density Bonus Ordinance will be reviewed as part of the Zoning Code update following adoption of the Housing Element update for the Planning Cycle 2000 to 2005.

Building Codes and Enforcement

Indian Wells has adopted the latest versions of the California Building Code, California Mechanical Code, National Electric Code, and the California Plumbing Code. These codes establish minimum construction standards, and are utilized by most cities in California. The codes are a compendium of laws and ordinances setting minimum safety standards and arranged in a systematic manner for easy reference. They include all aspects of building construction to protect the public from hazards related to fire, structural collapse, seismic risk, and general deterioration. The local enforcement of building codes does not add significantly to the cost of housing in Indian Wells.

Permit Processing

Indian Wells is characterized by its up-scale residential development. A major contributor to this is the City's development standards and review procedures. Indian Wells requires all development to comply with the City's Architecture and Landscape Committee (ALC) review procedures.

The Committee reviews all building proposals to determine whether the proposed standards meet the design standards established by the City. Local Homeowner's Associations (HOA) have jurisdiction over proposals within their projects. The ALC may review HOA approvals if City staff determines the need. Among the residential design requirements are that all rear yards must have a minimum four-foot masonry block wall along the property (with some exceptions), mailbox design, and landscape planting pallets. Although these requirements and procedures do provide for quality, attractive developments, they represent governmental constraints that increase the cost of housing. The fee assessed for ALC review and a one (1) week turn-around is not considered a Governmental Constraints. However, fees can also be waived when approved by the City Council and outside Agencies. Fees have been waived for past affordable housing projects. Thereby removing any Governmental Constraints and potential financial hardship.

Residential Development Standards							
Residential Zone	Unit Type	Min Lot Area	Building Height	Parking Per/Du	Min Du Size	Max Density	Setbacks[2]
NPR-Natural Preserve	Single-Family Detached	40 acres	One-story 18' (max) 15' (avg.)	2 spaces	2,000 SF	1du/40 ac	50' (f) 100' (r) 25' (s)
RVLD-Residential Very Low Density	Single-Family Detached	12,000 SF	One-story 18' (max) 15' (avg.)	2 spaces	2,000 SF	3du/ac	20' (f) 10' (r) 8' (s)
RLD-Residential Low Density	Single-Family Detached	8,500 SF	One-story 18' (max) 15' (avg.)	2 spaces	2,000 SF	4.5du/ac	20' (f) 10' (r) 8' (s)
RMD-Residential Medium Density	Single-Family Detached Single-Family Attached Multi-family "Cluster" (1)	12,000 SF	Two-story 30' (max) 25' (avg.)	2 spaces	1,000 SF [3]	7du/ac	20' (f) 10' (r) 8' (s)
RMHD-Residential Medium High Density	Single-Family Detached Single-Family Attached Multi-family "Cluster" [1]	12,000 SF	Two-story 30' (max) 25' (avg.)	2 spaces	1,000 SF[3]	12/du/ac	20' (f) 10' (r) 10' (s)

1 CUP Required
2 f – front; r – rear; s – side
3 -While the minimum square footage is 1,000 S.F. the City/Agency has considered and approved square footage that fall within the minimum square footage of 640 square feet.
Source: Indian Wells Zoning Code, 1996

Unit Type Matrix					
Residential Unit Type[1]	Zone Designations				
	Natural Preserve	Very Low Density	Low Density	Medium Density	Medium/High Density
Caretaker Quarters	CUP	CUP	CUP	CUP	CUP
Manufactured Housing	CUP	Permitted	Permitted	CUP	CUP
Attached Units[2]	Prohibited	CUP	CUP	Permitted	Permitted
Detached Units	CUP	Permitted	Permitted	CUP	CUP
Large-scale Cluster[3]	CUP	CUP	CUP	CUP	CUP
Second Units	CUP	CUP	CUP	CUP	CUP

Source: Indian Wells Zoning Code, 1996

Subscripted Notes:

1 A Conditional Use Permit is required to assure compliance with appropriate development codes. Developer can request a refund so as to remove any Governmental Constraints.

2 Attached units could be considered as an apartment. Typically an attached unit will have one common wall between adjoining units.

3 Large scale cluster housing is not considered apartment type housing. Apartment type housing is considered multi-family housing/zoning. Cluster housing is considered to be a typical PUD type of development. Cluster housing is not considered to be a multi-family style development.

Figure IIB-7: Residential Zoning Regulations

Development related fees and processing times can function as a constraint on residential development as well. The high cost of housing is often attributed, in part, to governmental delays. The typical regulatory applications that are associated with residential development are listed below:

- Tract Maps
- Parcel Map/Mergers
- Variance
- General Plan Amendment
- Annexation
- Specific Plan
- Zone Change
- Conditional Use Permit
- Environmental Documentation

Most residential developments require only a few applications from the above list, and are typically processed concurrently. The City's current fee schedule is shown below (as of March 1999). City fees are not considered a constraint to the provision of affordable housing.

Fee Schedule

Type of Permit	Fee - 1999
General Plan Amendment	$2,350
Specific Plan	$2,300
Zone Change	$1,600
CUP	$2,280[1]
Variance	$765
Annexation	$2,200[2]
Tract Map	$2,000
Vesting Tract Map	$2,000
Parcel Map	$1,150
Vesting Parcel Map	$1,500
Environmental Assessment	$1,400
EIR	Cost, plus 20%

[1] Up to 50 acres; $100 per 20 acres above 50 acres.

[2] Does not include LAFCO and State Board of Equalization fees.

A two-month processing time is typical for discretionary actions. The preparation of an Environmental Impact Report or annexation, both of which are governed by agencies and procedures outside of Indian Wells' control, do lengthen the process. Both the Planning Commission and City Council hear all discretionary actions. Review and processing time is reasonable for a City of this size, presenting no undue constraints to residential development.

Site Improvement

Water, sewer, and major drainage service is supplied by the Coachella Valley Water District (CVWD). New developments are required to pay water and sewer connection

fees. A development fee is charged for drainage, based on a percentage of construction valuation. Currently, all potentially developable areas of Indian Wells and the sphere of influence can be serviced by CVWD.

Properties on the north side of Highway 111, in the eastern part of the City are affected by drainage improvement requirements to the Whitewater River flood control channel. These improvements are a potential constraint to the development of affordable housing. However, the City/Agency has acquired most all remaining property adjoining the Whitewater Channel except for approximately 20 acres. The City/Agency is constructing flood control improvements and thereby removing Governmental Constraints. The City/Agency could also consider other mechanisms to reducing/removing Governmental Constraints if properties are considered for affordable housing that are not controlled by the City/Agency.

Required street improvements typically consist of curb and gutter. Sidewalks are generally not required. In some cases, a landscaped center median is required. If there was an affordable housing development proposed the developer could seek City/Agency assistance for the removal of governmental constraints by potentially assisting with and or waiver of the CVWD fees for meeting the on-going Implementation of the Housing Element.

Fees and Taxes

Property taxes on homes which are sold today are based on a maximum of one and one quarter percent (1.25%) of the purchase price, plus a possible two percent annual increase. New homebuyers, may face higher taxes than those who remain in their current residences. Renters maybe vulnerable since they are unable to control the sale of property in which they live and the rent paid maybe raised to cover a new property owner's taxes and mortgage payments. This not considered a governmental constraint since this controlled by market forces. Additionally, the City is providing affordable housing at or below market rents regardless of property taxes and mortgage payments.

Provisions of the Federal income tax laws affect property owners' practices in buying, holding, maintaining, and selling residential property. Although not the most important economic factor in all cases, Federal income tax laws do have a direct bearing on housing conditions. For example, tax exemptions or credits could affect a homeowner's decision to expand, upgrade, or even sell (or rent) his house. The same may hold true, to a lesser degree, with State taxes.

Local assessments affect the cost of housing as well. Any assessment that is attributed on a per-unit basis (such as HOA fees and Fire Access Maintenance District Fees), increase the cost of housing.

Restrictions on Public Housing

The City of Indian Wells is in the process permitting the construction of an additional 100-unit senior housing development in the northwest area of the City. Known as the Whitewater Villas. Public approval is required for the Redevelopment Agency to own and develop the site. The City Council held an election to consider the project as being a 100% senior affordable housing development. The election was held in March 2000 for the Whitewater Villas to be a 100% senior affordable housing development. Therefore, in March 2000, the election passed with overwhelming support for the City/Agency to build, own and operate the development.

The previous senior housing development known as the Indian Wells Villas was completed in June 1996. The development consisted of 90 units. This City held an election process for this development to be a 100% affordable housing development. Therefore, in April, 1994, the election passed with overwhelming support for the City/Agency to build, own and operate the development.

Non-Governmental Constraints

While the actions, policies, and regulations of cities, counties, and the State create constraints upon housing opportunities, the largest obstacles to residential development is found outside the sphere of government. It is the dynamics of the marketplace that directly influence the availability of land, the cost of land, construction costs, and purchasing costs. These factors are also affected by the perceptions about desirable housing that individuals hold and their attitudes towards acceptable levels of housing density, traffic, and noise.

Land Cost

Although the availability of residentially designated land in Indian Wells is relatively good the cost of such land is quite high. The cost of land may contribute 30-50 percent to the final cost of a single-family house. For example improved land but vacant within the City, the sales have been approximately $44.00 a square foot. Whereas within the City of Coachella, improved land but vacant land sales have been $3.00 a square foot. This represents a 93.2% difference in the land affordability. The holding cost of land during construction also adds to the price of housing. Land holding costs can be lessened by reducing processing times for building permits. However, Indian Wells' processing times are not lengthy, and do not represent a constraint to housing development. The cost of land is governed by such factors as interest rates, speculation, demand, supply, and location. Since the 1996 General Plan Update there is 663 acres of vacant residentially zoned land remaining for development within the City.

Construction Costs

Construction costs include the materials and labor, which are involved in building the structure(s). These costs vary widely depending on the quality of features, which are incorporated in the structure. Indian Wells requires higher quality development than many other jurisdictions. This increases the cost of building.

Construction industry sources estimate that a single-family detached dwelling may cost anywhere from $80 to $200 per square foot or more to build. Multi-family developments are estimated to cost $75 - $125 per square foot. Lower sales prices could result from a reduction in amenities or quality of materials (above a minimum level consistent with health, safety, and adequate performance standards). The City also contacted the local Building Industry Association and it was determined that while land values have increased since 1996 the construction cost has remained relatively unchanged.

Interest rates have the greatest impact on the ability to construct or purchase a home. Interest rates, however, are determined by national policies and economic conditions, rather than local land use regulations.

Home Purchase Costs

Housing costs in Indian Wells are, on average, higher than most other cities in Riverside County. Because of the high cost of housing, many people are excluded from living in the area. The median home value in the City, as of October 1999, was $672,000. Median home value in 1999 for Riverside County is $158,000, and the Coachella Valley is $218,000. According to recent new and resale home sales activity, Indian Wells has the highest resale value for homes, as shown below:

Location	Resales[1]	Avg. Sales Price	NewSales[1]	Avg. Sales Price
Cathedral City	774	$102,000	68	$102,000
Coachella	87	$70,000	7	$69,000
Desert Hot Springs	559	$63,000	47	$63,000
Indio	642	$118,000	53	$134,000
Indian Wells	152	$672,000	11	$684,000
La Quinta	679	$208,000	52	$194,000
Palm Desert	1,041	$221,000	88	$246,000
Palm Springs	1,133	$211,000	126	$223,000
Rancho Mirage	272	$370,000	32	$281,000
Thermal	27	$132,000	4	$177,000
Thousand Palms	121	$77,000	6	$76,000

[1] Includes closed escrows of single-family homes and condominiums. Source: TRW REDI Property, Data Quick, Metro Scan, October, 1999. Sources provided a six (6) month average.

Beyond the actual cost of the home, selling costs must be factored. Escrow fees, mortgage processing, title acquisition, and realtor fees can reach 9 to 10 percent of the

transaction. Local lending institutions have stated that financing of homes in Indian Wells is available at competitive rates.

Energy Conservation

In relation to new residential development, and especially affordable housing, construction of energy efficient buildings does add to the original production costs of ownership and rental housing. Over time, however, housing with energy conservation features should result in reduced occupancy costs as the consumption of fuel and electricity is decreased. This means the monthly housing costs may be equal to or less than what they otherwise would have been if no energy conservation devices were incorporated in the new residential buildings. Reduced energy consumption in new residential structures, then, is one way of achieving more affordable housing, as those costs are measured in monthly carrying costs as contrasted to original sales price or production costs. Generally speaking, utility costs are among the highest components of ongoing carrying costs. The City implements California Building Code Article 24 requirements as mandated by State law. Indian Wells is located in Zone 15, which is one of the strictest energy conservation zones in California.

Resources

Indian Wells has two very important resources available to provide affordable housing opportunities. The City's primary resources are redevelopment funds and the inventory of lands that are designated for residential development.

Land Designated for Residential Development

The Land Use Plan identifies 663 acres of vacant land for residential purposes within the City. There are no underdeveloped lands designated for residential development. The vacant lands are estimated to provide for the development potential of 2,594 (without Density bonus) new units over the plan build-out period. The location of the vacant land is shown in Figure IIB-8. The table below illustrates the potential distribution of the new units by income level and land use designation.

Residential Land Use/Zoning Designation	Maximum Density Units/Acre	Availability of Services & Facilities[1]	Vacant Acres	Future Unit Capacity by Income Level		
				Total units	Very -Low	Low/Mod
Very Low	3.0	Utilities available	545	1,635	98	147
Low	4.5	Facilities currently being constructed by the City/Agency	29	131	8	12
Medium	7.0	Utilities available	48	336	124	14
Med. High	12.0	Infrastructure premature at this time because no anticipated development in these areas at this time	41	492	108	93
Total	**N/A**		**663**	**2,594**	**338**	**266**
		With potential 25 % density bonus		**3,243**	**423**	**333**

[1] Such as infrastructure (Sewer, water, power, etc.)

Figure IIB-8

All of the areas shown in Figure IIB-8 can be, or are presently serviced by the Coachella Valley Water District. The property North of Fred Waring Drive may be required to construct or contribute to the cost of extending Eldorado Drive north to 42nd Avenue (Now known as Hovley Avenue), as well as constructing the extension of 42nd Avenue (Hovley Avenue). A bridge may be required as well, depending upon the alignment of Eldorado Drive north to 42nd Avenue (Hovley Avenue). Other site improvements, such as grading and utility extensions, do not significantly impact the sites due to the lack of topographic or vegetative constraints and the proximity to adjacent utility connections. At such time there is additional development proposed the developer could seek City/Agency assistance for the removal of governmental constraints by potentially assisting with the construction of road and or infrastructure improvements for meeting the on-going Implementation of the Housing Element.

Redevelopment Funds

State Redevelopment law requires local redevelopment agencies to create a 20 Percent Low and Moderate Income Housing Set-Aside Fund (L&M Fund). The Fund receives 20 percent of the tax-increment revenues for a particular project area in order to build, buy, or otherwise provide affordable housing. According to the Agency's Implementation Plan, the cumulative housing Set-Aside, including investment earnings on balances in the Housing Fund, that is available over the five-year period of the Implementation Plan (fiscal years 1999-2000) is approximately $9 million. The large decrease is due the completion of the 90-unit Senior Housing Project known as the Indian Wells Villas. The remaining fund balance is earmarked for a project nearing its construction stage. The estimated completion date is September 2001 for Occupancy. This project is known as the White Water Villas.

Recent redevelopment projects completed include the Indian Wells Villas for $13 million dollars. The Agency has committed an additional expenditure of approximately $11 million for the next affordable housing project known as the Whitewater Villas (approximately 100 units). With the construction of what is known as Site "B", the Agency/City is constructing appropriate infrastructure that will assist future development. Such infrastructure would include: Electrical lines, Cable, Sewer and Water Lines, Telephone, and Gas facilities.

Assessment of Previous Housing Program

The previous Housing Element update was completed in February 1996. The State of California Department of Housing and Community Development (HCD) issued a letter to the City certifying the General Plan Housing Element.

When updating a city's housing element, State law requires all housing elements to provide an assessment of the previous housing program. The assessment is intended to assist cities in identifying effective and non-effective policies and programs, in order to better direct resources and achieve their housing goals for

the next planning period. The Indian Wells Housing Element is functioning within the 1999 to 2005 planning period.

The following discussion is a program-by-program analysis of the implementation of the General Plan and its effectiveness on the Housing Program to date. The Program is separated into the following categories:

- Implementation of the General Plan
- Meeting Regional Housing Needs
- Meeting Housing Unit Rehabilitation Objectives
- Meeting Housing Unit Conservation Objectives
- Implementation of the Housing Element
- Provision of Adequate Housing Sites
- Removal of Governmental Constraints
- Assist in the Development of Affordable Housing
- Promote Equal Housing Opportunities

Implementation of the General Plan -- Status: The City Council approved and adopted the certified 1996 General Plan Update on February 1, 1996 by Resolution No. 96-9. Since the General Plan's adoption two ---- of the most common ---- methods for implementing the General Plan were undertaken by the City; namely the Zoning Ordinance and Capital Improvement Program. On June 6, 1996, the City Council adopted Ordinance No. 389 updating and revising the zoning text and map to ensure State mandated consistency between the General Plan and Zoning Ordinance. In addition, the Council on June 4,1998, adopted the City's Capital Improvement Program for Fiscal Year 1998/99. With these actions, the City set into motion two of the primary tools available to cities to implement the General Plan.

Meeting Regional Housing Needs: For the purposes of determining the City's regional housing (fair share) objectives the City was required to use the 1988 Regional Housing Needs Assessment (RHNA) of the Southern California Association of Governments (SCAG). The allocations for the City of Indian Wells for the categories of Very Low, Low, Moderate and Above Moderate Income based upon the 1988 RHNA were as follows:

City of Indian Wells
Fair Share Housing Allocation
July 1988 to June 1999

Income	Units
Very Low	31
Low	38
Moderate	27
Above Moderate	214
Total:	310[1]

Note: [1] – These numbers represent the **previous** Planning Cycle allocation mandate.

To meet the regional housing needs the City completed construction of 90 senior Affordable Housing units for persons with Very Low, Low and Moderate incomes. In addition, the City has conducted a survey and has documented eighteen (18) Ancillary Living Quarters that may be used, according to the Department of Housing and Community Development (HCD), for the purposes of meeting the City's needs for housing persons of Very Low, Low and Moderate income within the City.

Additionally, the City has conducted an Available Housing Market Study, for the purpose of determining the availability of housing to families and individuals in the Moderate and Above Moderate income level.

Based upon the aforementioned accomplishments, the City met its 1988 RHNA requirements for the Planning Period of 1998-2002, as outlined in the following Table:

Income Level	RHNA Units Req.	Senior Housing	Ancillary Units Prvt.	Market Demand Housing		Total Available
				Available	Built	
Very Low	31	31	--	--	--	31
Low	38	38	--	--	--	38
Moderate	27	21	18	4	18	61
Above Moderate	214	--	--	114	236	350
Total:	310				Total:	480

Meeting Housing Unit Rehabilitation Objectives: The City has determined through it's General Plan update process that less than ten units appear in need of rehabilitation (Windshield survey conducted November 1999). Because of this, rehabilitation of existing units is not considered to be a significant problem in Indian Wells at this time and no further action is warranted.

Meeting Housing Unit Conservation Objectives: The City has determined through it's General Plan update process that the City contains no Section 8 or other units reserved by regulatory measures for Low-Mod housing. Because of this, conservation of existing reserved Low-Mod units is not necessary at this time and no further action is warranted.

Implementation of the Housing Element -- Specific Policies - Planning Cycle ending June 2000

Conservation and Improvement Policies

IIB1.1 **Continue enforcement of the codes and regulations establishing minimum construction standards.**

The City met this Policy. The City has adopted the latest version of the California Building Code, California Mechanical Code, National Electric Code, and the California Plumbing Code, which represent a compendium of laws setting minimum construction standards. As part of the City's Building Department on-going operations, all construction projects are reviewed for compliance to all adopted minimum construction standards. This is an ongoing policy that is evaluated annually.

IIB1.2 **Ensure that new affordable housing meets all of the construction and development standards of the City.**

The City met this Policy: As part of the City's Planning Department and Building Department on-going operations all construction projects including new affordable housing projects, are reviewed for compliance to all adopted minimum construction and development standards. This is an ongoing policy that is evaluated annually.

Development of Housing Policies

IIB2.1 **Address the "existing needs" included in the Regional Housing Needs Assessment through participation in the Section 8 Housing Assistance or other similar program.**

The City met this Policy. The City's 1996 General Plan Housing Element identifies that special housing needs for the disabled, large families, farm workers, female heads of households, families and persons in need of emergency shelter, and overcrowded households are not significant issues within the City of Indian Wells. The 1990 Census identifies the median age Citywide is 62.3 years, that 76.7% of the City's population is over the age of 45 years. The Census identifies 39 seniors in the City with incomes below the poverty level. Additionally, 52 seniors receive some form of public assistance income. To address the needs and demands of the City's "existing" senior population, the City has recently constructed a 90 unit senior affordable housing project. This is an

ongoing policy that is evaluated annually.

IIB2.2 **Contribute financially toward emergency shelters for the Coachella Valley area and join other jurisdictions in designating a feasible site, or sites, with appropriate zoning, infrastructure and utilities, for emergency shelters.**

The City met this Policy. The City Council prior to fiscal year end allocated funds to contribute financially toward emergency shelters serving the Coachella Valley area. The 1996 General Plan Housing Element identifies that the Red Cross has approved the Indian Wells Golf Resort, as an emergency shelter location should emergencies arise. Within the last Planning Cycle the City/Agency has contributed approximately $310,550 towards assisting emergency shelters and homelessness facilities. The is an on-going policy that is implemented every year.

IIB2.3 **Work with the County to identify potential sites for additional homeless facilities in the region and contributes funds to relief organizations that address the valley-wide homeless situation.**

The City met this Policy: The 1996 General Plan Housing Element identifies the City as having no homeless population, but indicates homelessness exist in the Coachella Valley. The City Council prior to fiscal year end allocated funds to assist relief organizations that address the valley-wide homeless situation. The City is a member of the Coachella Valley Association of Governments (CVAG) which has a Human and Community Resources Commission (HCRC) that seek solutions to valley-wide issues such as emergency shelters. Within the last Planning Cycle the City/Agency has contributed $310,550 towards assisting emergency shelters and homelessness facilities. The is an on-going policy that is implemented/evaluated annually.

IIB2.4 **Continued to provide affordable housing opportunities in Indian Wells through a density bonus incentive for the development of low-and moderate-income units.**

City met this Policy: As part of the Municipal Zoning Code update processes the City has adopted density bonus provisions for low-and moderate-income units consistent with existing State law. The is an on-going policy that is evaluated with each development proposal that increases the availability of affordable housing.

IIB2.5 **Require developers of employment-generating land uses to contribute to the provision of housing for employees, including but not limited to:**

a. Housing needs assessment to quantify the projected related affordable housing need;

b. Housing impact mitigation fee related to the number of new affordable housing unit needs; and

c. Participate, when feasible and appropriate, in programs which are funded by the Redevelopment Agency's Affordable Housing Fund.

Development of this Policy is premature and unnecessary at this point in time: Such programs are not necessary at this point in time. The majority of developed or developable lands within the City are contained within a redevelopment area. As such, the generation of the 20% Set-Aside Tax Increment Funds are adequate to increase and improve the supply of low-moderate housing without the contribution of funds from any program that requires participation and/or impact fee funds from employment-generating land uses. The amount of vacant land remaining within Indian Wells, zoned non-residential, is very limited and that non-residential projects have not generated substantial amounts of employees. The is an on-going policy that is evaluated annually.

IIB2.6 **Utilize the Affordable Housing Fund to facilitate the construction no new housing.**

The Agency is meeting this Policy: The Low and Moderate Income Housing ("L&M") Fund has been utilized by the Agency to facilitate the construction of new affordable housing. To address the needs and demands of the City's senior population, the City has recently constructed a 90 unit senior affordable housing project. Additionally, the City will be issuing permits to construct a 101 unit Senior Affordable Housing Project in late August or early September 2000. The City/Agency are also in the process of acquiring additional lands for future affordable housing needs. The is an on-going policy that is implemented as part of the Housing Element.

IIB2.7 **Pursue State legislation that allows regional unit allocation development credits to cities that develop affordable housing outside of their incorporated boundaries where land and construction costs would provide more units than could otherwise be developed within the particular city.**

This Policy has been completed by recent State legislation: Community Redevelopment Law has been amended to include Section 33334.17 that allows cities to develop affordable housing outside of their incorporated boundaries, as such no further action on the part of the City is required.

Adequate Sites Policies

IIB3.1 **Ensure an adequate inventory of land sufficient to meet the City's "share of regional housing need." Rezone properties for residential uses as needed.**

City met this Policy: The City's General Plan, designates lands available to provide housing opportunities for all income levels. Specifically, the City has identified Affordable Site "B, C, and D" for future Low-Mod housing needs. Site "B" is known as the Whitewater Villa Site that has been identified for future Low-Mod housing. This Site is approximately 14 acres in size and will accommodate 101 Low-Mode housing units. Site C" and D" are identified but still require completion of land entitlements. The is an on-going policy and is implemented annually. The City/Agency actively purchase property within the City for affordable housing.

Governmental Constraints Policies

IIB4.1 **Continue to utilize zoning standards, and overlay districts, that facilitate the development of affordable housing units.**

City met this Policy: On June 6, 1996, the City adopted a new Zoning Code as part of its 1996 General Plan update process. This new Code includes a full range of residential densities that ensure development of a variety of housing types, sizes and prices to meet the future housing needs of the City. The new Zoning Code also contains provisions for density bonuses and other equivalent financial incentives to facilitate the development of affordable housing units. Such incentives include, but are not limited to, land write-downs, on- and off-site improvement financing, fast track processing and fee waivers. The is an on-going policy that is

evaluated annually as part of the Housing Element Implementation.

IIB4.2 **Utilize the Affordable Housing Fund to mitigate the cost constraints generated by both governmental and non-governmental constraints.**

The CitylAgency is meeting this Policy: To mitigate cost constraints generated by both governmental and non-governmental agencies the Redevelopment Agency has utilized the 20% Set-Aside Funds through loans/grants to the City of Indian Wells allowing the City to purchase and develop affordable housing. The Agency has approved the budget of approximately 11 million to construct the project. The anticipated completion date is September 2001. The is an on-going policy that is evaluated every year as part of the Housing Element Implementation.

Equal Housing Policies

IIB5.1 **Enforce all applicable laws and policies pertaining to equal housing opportunity through the City's participation in programs funded by the Federal Community Development Block Grant Program and/or Redevelopment Agency's Affordable Housing Fund.**

The City is meeting this Policy. The City will enforce all policies pertaining to equal housing opportunity and fair housing. The City maintains a listing of fair housing groups serving Riverside County as listed in the local GTE Telephone Directory. Discrimination complaints made to the City Staff are processed by the City Manager and City Attorney. Fair housing policy procedures are available at City Hall and will be advertised in the City Newsletter on a periodic basis. The is an on-going policy that is evaluated every year as part of the Housing Element Implementation.

Redevelopment Policies

IIB6.1 **Utilize the Redevelopment Agency Affordable Housing Fund to purchase and rehabilitate existing housing for use by qualifying low-and moderate-income residents.**

This Policy is premature and unnecessary at this point in time: The City has determined through it's General Plan update process that less than ten (10) units appear in need of rehabilitation. Because of this, rehabilitation of existing units is not considered to be a

significant problem in Indian Wells at this time. Adequate funds exist in the L&M Housing Fund to finance a rehabilitation program. This is an on-going policy, that is evaluated annually as part of the Housing Element.

IIB6.2 Utilize the Redevelopment Agency to perform land development and management, including purchase, construction, and property management of affordable housing projects.

The City met this Policy: The City has utilized the Redevelopment Agency's 20% Set-Aside Funds to purchase and develop affordable housing projects. Currently, the Agency has designated a budget of approximately 11 million dollars of Set-Aside Funds for Fiscal Year 2000/2001, for development of a senior affordable housing project known as the Whitewater Villas. Under current State law, the Agency is not permitted to own and operate affordable housing projects. The City Council and Redevelopment Agency Board designated that the City will process active land development, management, construction and property management of the Agency/City owned affordable housing projects. The is an on-going policy that is implemented/evaluated annually as part of the Housing Element.

IIB6.3 Maintain and update a Redevelopment Housing Production Plan consistent with State Redevelopment law requirements.

The City/Agency is meeting this Policy: Consistent with Community Redevelopment Law the Redevelopment Agency on December 15, 1994, adopted a Housing Production Plan for fiscal years 1995-96 through 1999-2000. It is anticipated that the Agency will update the Housing Production Plan to reflect recent accomplishments (i.e., recent property purchases and new RHNA requirements). The is an on-going policy that is evaluated every year as part of the Housing Element Implementation.

Provision of Adequate Housing Sites

The program was implemented in that the City did identify "candidate affordable housing sites." The City also incorporated provisions to provide for financial incentives equal to 25 percent density bonuses for developments within the identified housing sites. Density bonuses could also be approved on the candidate sites if the financial incentives were not pursued. The Redevelopment Agency purchased affordable Site "A" (Indian Wells Villas) and completed construction of 90 senior housing units in June 1996. Additionally, the City has designated two other sites as possible sites for future affordable housing needs. These sites are known as Site B, C and D. Site B is currently in the preliminary

construction stage and is anticipated to start construction in mid 2000 with completion by September 2001. These areas are shown on the following mapped exhibit. There are adequate sites to accommodate the current Planning Cycle from July 2000 to June 2005 and future Planning Cycles. Additionally, the Agency/City continues to purchase additional property for the future construction of either Senior or Family Affordable Housing.

Removal of Governmental Constraints

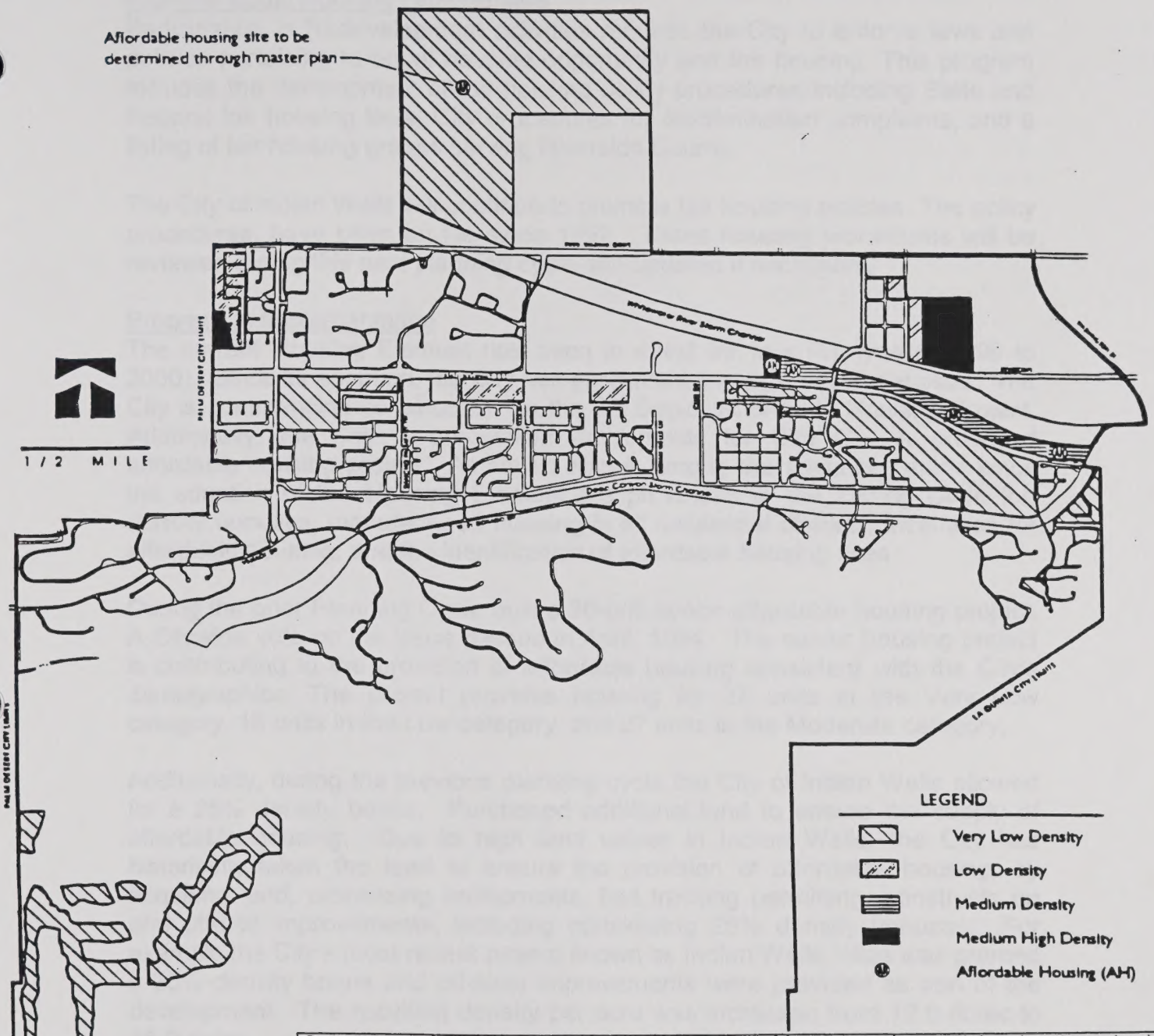
The 1996 Housing Element provided for financial and density bonus incentives to overcome any governmental constraints to the development of affordable housing. The primary constraint identified in the Element was the residential densities. The removal of governmental constraints would be considered/evaluated when a project is proposed that provides for additional affordable housing.

As stated above, the City will try to increase the opportunities of using the density bonuses and financial incentives by allowing these program features to be applied to any parcel in the City, rather than just the four (4) affordable housing sites shown in this Housing Element. It is anticipated that this action will off-set the generally low density designations.

Assist in the Development of Affordable Housing

This program included the most extensive attempt to provide affordable housing. The program included a rental assistance program modeled after the Section 8 program, an employment-generating implementation plan to create an affordable housing mitigation fee, a financial plan for each candidate affordable housing site, and a housing services plan. The financial plan was to consider land value write-downs, monthly housing assistance payments, low interest rate mortgages, and building acquisitions.

The City believes that the continuation of the program is warranted because of the potential benefit that could result. The Redevelopment Agency has prepared a financial plan and housing services plan for the next senior housing project. Additionally, the City will be considering whether to establish a housing improvement program for residents that may not have the financial capabilities. Additionally, the City may consider a rental assistance program as well as create a mitigation fee for employment-generating land uses. Currently, the Indian Wells Villas within the City of Indian Wells offer its residents a rental subsidy. The approximate rental subsidy is $40.00 a month. The City continues to provide some form of subsidy that removes governmental constraints.



Residential Land Use/Zoning Designation	Maximum Density Units/Acre	Availability of Services & Facilities[1]	Vacant Acres	Future Unit Capacity by Income Level		
				Total units	Very -Low	Low/Mod
Very Low	3.0	Utilities available	545	1,635	98	147
Low	4.5	Facilities currently being constructed by the City/Agency	29	131	8	12
Medium	7.0	Utilities available	48	336	124	14
Med. High	12.0	Infrastructure premature at this time because no anticipated development in these areas at this time	41	492	108	93
Total	N/A		663	2,594	338	266
		With potential 25 % density bonus		3,243	423	333

[1] Such as infrastructure (Sewer, water, power, etc.)

FIG. IIB-8

VACANT LAND DESIGNATED FOR FUTURE RESIDENTIAL DEVELOPMENT

Promote Equal Housing Opportunities

Participation in Redevelopment activities requires the City to enforce laws and policies pertaining to equal housing opportunity and fair housing. This program includes the development of fair housing policy procedures including State and Federal fair housing laws, City procedures for discrimination complaints, and a listing of fair housing groups serving Riverside County.

The City of Indian Wells will continue to promote fair housing policies. The policy procedures, have been on file since 1992. These housing procedures will be reviewed during this next planning cycle and updated if necessary.

Progress in Implementation

The current Housing Element has been in effect for four (4) years (1996 to 2000). Since its adoption, the City has purchased three (3) additional sites. The City is commencing construction on the 2nd Senior Affordable Housing Project. Additionally, the City is processing entitlements for Site C. A proposed affordable housing project. As stated above, among the advances made since the adoption of the Housing Element are provisions in the Zoning Code for: density bonuses, manufactured housing in all residential districts, incentives for affordable housing, and the identification of affordable housing sites.

During the prior Planning Cycle built a 90-unit senior affordable housing project. A Citywide vote on the issue passed in April, 1994. The senior housing project is contributing to the provision of affordable housing consistent with the City's demographics. The project provides housing for 27 units in the Very Low category, 18 units in the Low category, and 27 units in the Moderate category.

Additionally, during the previous planning cycle the City of Indian Wells allowed for a 25% density bonus. Purchased additional land to ensure the supply of affordable housing. Due to high land values in Indian Wells, the City has historically taken the lead to ensure the provision of affordable housing, by acquiring land, processing entitlements, fast tracking permitting, constructs on and off-site improvements, including considering 25% density bonuses. For example the City's most recent project known as Indian Wells Villas was granted a 25% density bonus and off-sites improvements were provided as part of the development. The resulting density per acre was increased from 12.0 du/ac to 15.0 du/ac.

The current project being considered is anticipated to provide a minimum of 27 units in the Very Low category, 18 units in the Low category, and 27 units in the moderate category. It is anticipated that with this project the City will meet it's affordable housing obligation for the current Planning Cycle from July 2000 to June 2005.

As part of the City's adoption process for the 1996 General Plan Update, the City chose not to designate candidate affordable housing sites. It was and is the

feeling of the City/Agency that the removal of candidate sites assists in the removal of governmental constraints and promotes private development opportunity for developers, the City, and the Redevelopment Agency to utilize housing programs, the policies and programs in the Housing Element and could lead to future projects. While the City/Agency still believes that designating sites are not as productive. The City has designated four (4) affordable housing sites. Known as site "A, B, C, and D" and potentially sites E and F as noted below. The site are as noted below:

Site	Name	Zoning	Size/ acre	Units	Density Bonus	Timeline for Completion
A	Indian Wells Villas	RHD	7.9	55	90	June 1996
B	Whitewater Villas	RMD	13	91	100	September 2001
C	Miles Avenue Project	RMD	8.47	59	74	June 2003
D[1]	Hovley Lane Property	RMD	10	70	88	TBD[4]
E[2]	Warner Trail Property	RMD	4.0	18	22	TBD
F[3]	Miles Avenue Property	RMD	32	144	180	TBD
		Total	**75.37**	**437**	**554**	

Note: [1] – Hovley Lane project site assumes a density approval for 7 du/ac or the Residential Medium Density (RMD).

[2] - Warner Trail property was acquired by the City/Agency in August 2000 and will require public hearing to officially establish as a potential affordable housing site. Conceptual plans are currently being prepared.

[3] - Miles Avenue property was acquired by the City/Agency in August 2000 and will require public hearing to officially establish as a potential affordable housing site. Conceptual plans are currently being prepared.

[4] - TBD – To Be Determined.

Housing Needs Assessment

Special Needs

State housing law requires each jurisdiction to prepare an analysis of special housing needs. These needs refer to households having atypical characteristics, such as the disabled, the elderly, large families, farm workers, female heads of households, and families and persons in need of emergency shelter. Overcrowded households also fall within the intent of the special housing needs analysis.

Large Families

A large family is defined as having five or more members. Large families are a concern in that they often live in overcrowded conditions due to the lack of large unit development (3 or more bedrooms) or the cost of such units being beyond the means of the large family budget. The Federal government defines overcrowding as a condition that exists when the ratio of persons to rooms (excluding bathrooms, hallways, kitchens, and closets) exceeds 1.0. The overall

persons per occupied housing unit ratio in Indian Wells, as defined in the 1990 Census, is approximately 2.10 persons per unit. Owner occupied units are 2.13 and rentals are 1.04 persons per unit. Only 4.5 percent of all occupied housing units (54 units) have 5 persons, all of which are owner-occupied. No units were determined to include more then 5 persons. Overcrowding, therefore, is not considered a significant problem in Indian Wells.

The Elderly

Individuals over the age of 65 often require special housing needs and services. Many seniors may live on fixed incomes, alone, or with their children. They may also be dependent upon public transportation for accessing vital services and life essentials, such as food, medicine, health care, or other necessities. The financial capacity for coping with increased housing costs depends heavily on tenure; that is, the owner or renter status of the elderly households. With infrequent and small increases in income and potentially large increases in housing costs, the senior renter is at a continuing disadvantage compared to the senior owner.

According to the 1990 Census, the senior housing characteristics of Indian Wells were as follows:

Gender	Number	Percent
Male	574	56.2%
Female	448	43.8%
Total	**1,022**	**100.0%**

Tenure of Householder 65+ years	Persons
Renter Occupied	0
Owner Occupied	580
Total	**580**

Overall, the 1990 Census identified a total of 39 seniors in the City with incomes below the poverty level. Ten of the 39 were married couples, 18 lived alone, and eleven lived with non-relations. Additionally, 52 seniors receive some form of public assistance income.

To meet the mandate the City of Indian Wells constructed a 90-unit senior affordable housing project known as the Indian Wells Villas. With the project the City was able to meet 100% of its affordable housing mandate.

The Disabled

The 1990 Census does not delineate between disabled persons and income levels. Because of this, it is not possible to clearly state what may constitute a lower-income household. The 1990 Census does, however, provide employment data by age and disability status. Employment data may be relevant in that a

person's disability that prevents them from working may cause financial hardship.

Certain disabled persons may live comfortably without special housing accommodations, but persons with ambulatory handicaps often require specially designed, barrier-free housing that is affordable. Conventional housing may require modifications to ensure its suitability for occupancy by a physically disabled person.

Mobility and Self-Care Limitations by Age and Gender

	Male 16-65 years	Female 65+ years	Male 16-65 years	Female 65+ years
Work Disability	47	96	14	57
No Work Disability	0	37	18	20
Total	**47**	**133**	**32**	**77**

Source: 1990 Census

Farm Workers

The 1990 Census identifies 16 persons in the City's labor force as employed in farming, forestry, and fishing occupations. The 1990 Census also indicates that 24 households within the City earn a mean income of $15,630 from farm-employment. The Census identifies all of the City's 633 rural housing units to be "Non-farm." The date grove represent the only agricultural operation in Indian Wells and do not require significant labor resources to maintain. Farm labor housing does not represent a special housing need for Indian Wells.

Since the 1990 census private property owners that owned active farm lands in the City of Indian Wells have for the most part discontinued farming of dates within the City. The last remaining date grove that consists of 8.79 acres has an approved development plan and is zoned for residential land use. It is anticipated that within the next five to ten years that this date grove will also be removed from the farm workers census counts. Therefore it can assumed that there will not be any future affordable housing need within the City for farm worker housing.

Single Parent Households

Single parent households, and those headed by females in particular, face challenges in providing shelter and an income for their families. Female-headed households often have incomes that are less than those of two-parent households.

The 1990 Census identifies nine single parent male-headed households, with a total of 12 children under 18 years. No single parent, female-headed households with children under 18 years are identified. The single parent, male-headed households have a mean annual income of $400,000.

Transitional and Emergency Shelters
Although Indian Wells has no identified homeless population, homelessness exists in the Coachella Valley. The homeless may require either an emergency shelter or a transitional shelter. Each has a distinct purpose. An emergency shelter is designed for short-term housing needs. An earthquake, flood, fire, extreme cold, or a disaster capable of destroying homes would necessitate the use of an emergency shelter. Transitional housing is a longer-term solution since it allows a family, or individual, the opportunity to remove themselves from the conditions of homelessness. Should emergency situations arise, the Red Cross has approved the Indian Wells Golf Resort as an emergency shelter location. The City would also have to draw on the resources of the region, as it does for transitional shelter needs.

To meet the pollicies and goals of the Housing Element the City has contributed financial resources to assist regional needs for transitional housing and emergency shelters. The City intends to continue implementing this policy in the future. Detailed below are years that the City provided financial assistance to local non-profit agencies that provide transitional housing and emergency shelters:

Year	Contribution
1995/96	$90,000
1996/97	$72,000
1997/98	$84,300
1998/99	$64,250
Total	**$310,550**

At Risk
There are no units in Indian Wells constructed under State or Federal programs. Therefore, there are no units "at risk" of converting to market rates.

Future Housing Needs
The future housing needs for Indian Wells are defined by the Southern California Association of Governments (SCAG). The City must also comply with California Redevelopment law as it relates to the development or rehabilitation of affordable units.

Regional Housing Needs Assessment
The Southern California Association of Governments (SCAG) prepares the Regional Housing Needs Assessment (RHNA), allocates future housing needs to all of its associated jurisdictions. Recent HCD policy established the current planning period July 2000 to June 2005. The following table illustrates the RHNA unit allocations for this planning period. Absent of regional unit allocations, the City will utilize the same RHNA allocations as the previous planning period:

City of Indian Wells Regional Housing Needs Assessment
June 2000 to June 2005

Income Level	Unit No.	Distribution
Very Low	27	15.0%
Low	18	10.0%
Moderate	27	15.0%
Above Moderate	110	60.0%
Total	**182**	**100.0%**

Source: SCAG and CVAG, August 1999

Historically, the City of Indian Wells has accommodated the above moderate and moderate-income unit requirements through market rate units. This is expected to continue through the next planning period as well. This was also shown in a recent market rate study completed in June 1999 that showed the current market place is producing 25 Moderate and 141 Above Moderate units. Additionally, with the construction of a 100 unit (Whitewater Villas/Site B) project the City will have met 100% of the affordable housing requirement for the planning period from 2000 to 2005. With the City completing this project and coupled with the market units, based on the current 1999 study the City will have met 163% of the current affordable housing requirements for the current planning period.

Goals and Policies

The goals and policies presented in this Section express the City's intent to provide housing opportunities to all income groups. Six goals focus the City's efforts to meet State law, with corresponding policies pertaining to Conservation and Improvement of Housing, Development of Housing, Adequate Sites, Removal of Governmental Constraints, Equal Housing Opportunity, and Redevelopment. Implementation programs, with quantified objectives, are discussed in the section following the goals and policies.

Conservation and Improvement of Housing

Goal IIB1
Conserve and improve the condition of the affordable housing stock

Conservation and Improvement Policies

IIB1.1 Continue enforcement of the codes and regulations establishing minimum construction standards.

IIB1.2 Ensure that new affordable housing meets all of the construction and development standards of the City.

Development of Housing

Goal IIB2

Assist in the development of adequate housing to meet the needs of low- and moderate-income households.

Development of Housing Policies

IIB2.1 Address the "existing needs" included in the Regional Housing Needs Assessment through participation in the Section 8 Housing Assistance or other similar program(s).

IIB2.2 Contribute financially toward emergency shelters for the Coachella Valley area and join other jurisdictions in designating a feasible site, or sites, with appropriate zoning, infrastructure and utilities, for emergency shelters.

IIB2.3 Work with the County to identify potential sites for additional homeless facilities in the region and contribute funds to relief organizations that address the valley-wide homeless situation.

IIB2.4 Continue to provide affordable housing opportunities in Indian Wells through a density bonus incentive for the development of low- and moderate-income units.

IIB2.5 Require developers of employment-generating land uses to contribute to the provision of housing for employees, including but not limited to:

A. Housing needs assessment to quantify the projected related affordable housing need;
B. Housing impact mitigation fee related to the number of new affordable housing unit needs; and
C. Participate, when feasible and appropriate, in programs, which are funded by the Redevelopment Agency's Affordable Housing Fund.

IIB2.6 Utilize the Affordable Housing Fund to facilitate the construction of new housing.

IIB2.7 Pursue State legislation that allows regional unit allocation development credits to cities that develop affordable housing outside of their incorporated boundaries where land and construction costs would provide more units than could otherwise be developed within the particular city.

Adequate Sites and Appropriate Land Use Regulations

Goal IIB3

Identify adequate housing sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income groups.

Adequate Sites Policies

IIB3.1 Ensure an adequate inventory of land sufficient to meet the City's "share of regional housing need." Rezone properties for residential uses as needed.

IIB3.2 Explore the potential for annexation of land to provide additional residential sites during the planning period.

Removal of Governmental Constraints

Goal IIB4

Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.

Governmental Constraints Policies

IIB4.1 Continue to utilize zoning standards, and overlay districts, that facilitate the development of affordable housing units.

IIB4.2 Utilize the Affordable Housing Fund to mitigate the cost constraints generated by both governmental and non-governmental constraints.

Equal Housing Opportunities

Goal IIB5

Promote opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color.

Equal Housing Policies

IIB5.1 Enforce all applicable laws and policies pertaining to equal housing opportunity through the City's participation in programs funded by the Federal Community Development Block Grant Program and/or Redevelopment Agency's Affordable Housing Fund.

Redevelopment

Goal IIB6
Rehabilitate and or construct affordable housing units consistent with California State Redevelopment law requirements.

Redevelopment Policies

IIB6.1 Utilize the Redevelopment Agency Affordable Housing Fund to purchase and rehabilitate existing housing for use by qualifying low- and moderate-income residents.

IIB6.2 Utilize the Redevelopment Agency to perform land development and management, including purchase, construction, and property management of affordable housing projects.

IIB6.3 Maintain and update a Redevelopment Housing Production Plan consistent with California State Redevelopment law requirements.

Implementation of the Housing Element

State law requires the Housing Element to identify detailed housing implementation strategies, including responsible agency, funding sources, timing, and quantified objectives. The following is a summary of the City's quantified objectives for the new planning period (1999 to 2000). The objectives will be achieved through the implementation of the Housing Program, identified in the following section of this Element.

City of Indian Wells Quantified Housing Objectives, 2000 to 2005			
Income Level	**New Units**	**Rehabilitation***	**Conservation**
Very Low	27	No units in the City were determined to need major rehabilitation during this planning period.	Conserve all existing units in the City.
Low	18		
Moderate	27		
Above Moderate	110		

*Note: City has active enforcement on all rehabilitation units totaling 8 units and is anticipated that there will be no units in need of rehabilitation by June 2005.

A. Provision of Adequate Housing Sites and Appropriate Land Use Regulations

The identification of adequate sites for future housing is a key element to a successful housing program in that it encourages the development of housing necessary to meet Indian Wells' regional and State future housing goals. The

Agency/City continually purchases distressed properties that could accommodate future senior or non-senior affordable housing.

A1. Land Use Element and Zoning Code
Establish and monitor a Land Use Element and Zoning Code that ensures an adequate supply of sites with appropriate development standards and public facilities and services for the development of a variety of housing types, sizes, and prices to meet the future housing needs of Indian Wells.

Responsibility: Planning Department
Financing: General Fund
Objective/Timing: Objective is to maintain development regulations that facilitate the development of a variety of housing for all income groups. With the annexation of additional lands into the City of Indian Wells (known as annexation area no. 13). The City has increased and ensured the availability of land for providing future affordable housing including development standards and public facilities. The Land Use Element and the Zoning Code do not require updating at this time. However, the General Plan Land Use Element and Zoning Code are reviewed annually as part of the Housing Element Implementation to determine consistency and if updating is necessary.

A2. Vacant and Underdeveloped Land Survey
Prepare and maintain a comprehensive land use survey identifying parcels and/or structures suitable for residential development and use for all income categories.

Responsibility: Planning Department
Financing: General Fund
Objective/Timing: Objective is to certify the survey on an annual basis. This is an on-going policy that is evaluated annually as part of the Housing Element Implementation.

A3. Zoning/Development Standards
Maintain development regulations that promote the development of affordable housing. This includes a full range of residential densities, the provision of density bonuses or other equivalent financial incentives, and the ongoing review of development standards that may make construction of affordable housing impractical. Financial incentives may include, but are not limited to, land write-downs, on- and off-site improvement financing, fast track processing, and fee waivers.

Responsibility: Planning and Building Department; Redevelopment Agency
Financing: General Fund; Redevelopment 20% Set-Aside Fund

Objective/Timing: Review and revise the density bonus provisions if needed. The City will review and evaluate the model ordinance provided by the Department of Housing and Community development (HCD) within one year as part of the Housing Element Implementation.

A4. Redesignation/Rezoning

The City will review the results of the Vacant and Underdeveloped Land Survey on an annual basis and, if it is apparent that there are an inadequate number of sites to provide affordable housing to meet the City's regional requirement, rezone or redesignate residential and/or commercial property to an appropriate density to achieve any unmet regional housing need requirement. With the adoption of the General Plan, the City of Indian Wells will have a sufficient amount of land available to provide housing opportunities for all income levels.

Responsibility: Planning Department
Financing: General Fund
Objective/Timing: Currently there is no vacant land in Indian Wells at risk of being converted from a residential use to a non-residential land use. The City has adequate vacant land to accommodate the regional housing requirements for the current and future planning cycles. This is an on-going policy that is evaluated annually as part of the Housing Element Implementation.

B. Removal of Governmental Constraints

B1. Development Guidelines and Procedures

Maintain development guidelines, which specify the procedures, materials, time frames, and costs associated with various zoning and subdivision applications. The objective is to provide potential developers with an informational package clearly explaining the development review procedure as well as the possible financial incentives available for affordable housing development.

Responsibility: Planning and Building Department; Redevelopment Agency
Financing: General Fund; Redevelopment 20% Set-Aside Fund
Objective/Timing: The City provides information via the Internet, public counter and City staff attend and are members of local boards that provide and construct residential housing. This is an on-going policy that is evaluated annually as part of the Housing Element Implementation.

B2. State Legislation

Pursue State legislation that would permit cities, such as Indian Wells, to receive affordable housing development credit by providing housing units outside of its

city limits. Development costs are extremely high in Indian Wells. Because of this, the City believes that the regional housing goals would be more achievable if they were permitted to develop affordable housing in areas where development costs were less costly, thereby creating more affordable housing than could be developed in Indian Wells.

Responsibility: City Council; City Manager; Planning Department
Financing: General Fund
Objective/Timing: Continue to pursue legislation through the end of the planning period. This is an on-going policy that is evaluated annually as part of the Housing Element Implementation.

C. Assist in the Development of Affordable Housing

C1. Rental Assistance Program

If feasible, the City will pursue the establishment of a rental assistance program modeled after the Section 8 program utilizing the resources of the Redevelopment Agency.

Responsibility: Planning Department; Redevelopment Agency
Financing: Redevelopment 20% Set-Aside Fund
Objective/Timing: By December 31st 2001 the City will complete a Feasibility report . The objective is to provide some form of rental assistance to individuals of lesser income.

C2. Employer Responsibility

The City will establish an employer responsibility requirement for affordable housing development. This requirement may include a mitigation fee and will be applied to new employee generating businesses and new affordable housing development.

Responsibility: Planning Department
Financing: General Fund; Redevelopment 20% Set-Aside Fund
Objective/Timing: Establish procedure within eighteen months from date of General Plan adoption. This is an on-going policy that is evaluated annually as part of the Housing Element Implementation.

C3. Financial Incentives

The City will consider financial incentives to developers of affordable housing. The principal financial resource to enable the development of affordable housing in the City of Indian Wells is the Redevelopment 20% Set-Aside Fund. The financial incentives will be detailed in the revised Zoning Code, which is discussed in Program A3.

Responsibility: Redevelopment Agency; Planning Department
Financing: Redevelopment 20% Set-Aside Fund
Objective/Timing: Objective is to consider all affordable housing development applications to determine appropriateness of financial incentives for each particular proposal. Quantified objective is to assist in the development of 27 Moderate- and 18 Low-Income and 27 Very-Low units. This is an on-going policy that is evaluated annually as part of the Housing Element Implementation.

D. Promote Equal Housing Opportunities

D1. Fair Housing Enforcement

The City will enforce all policies pertaining to equal housing opportunity and fair housing. The City will maintain a listing of fair housing groups serving Riverside County.

Responsibility: All Departments
Financing: General Fund
Objective/Timing: This is an on-going policy that is evaluated annually as part of the Housing Element Implementation.

D2. Fair Housing Policy Procedures

Discrimination complaints made to the City Staff will be processed by the City Manager and City Attorney. A fair housing policy procedure will be developed to familiarize staff regarding State and Federal housing laws and City procedures to process discrimination complaints. Fair housing policy procedures will be available at City Hall and advertised in the City Newsletter on a periodic basis.

Responsibility: City Manager; City Attorney; Planning Department
Financing: General Fund
Objective/*Timing:* Establish procedures within one year of General Plan adoption. Additionally, this is an on-going policy that is evaluated every year as part of the Housing Element Implementation.

D3. Promote Fair Housing Opportunities

Promote opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color.

Responsibility: City Manager; City Attorney; Planning Department
Financing: General Fund
Objective/*Timing:* Establish procedures if necessary within one year from General Plan Housing Element adoption.

E. Redevelopment

E1. Redevelopment Housing Report

The City will require that the Redevelopment Agency maintain an updated housing report that specifies the number of units the Redevelopment Agency is required to rehabilitate and/or construct to meet the housing requirements of State Redevelopment law.

Responsibility:	Redevelopment Agency; Planning Department
Financing:	Redevelopment 20% Set-Aside Fund
Objective/Timing:	Complete the housing report concurrent with, or prior to, General Plan adoption. This is an on-going policy that is evaluated annually as part of the Housing Element Implementation.

E2. Acquisition/Development/Management

The Redevelopment Agency may utilize 20% Set-Aside Funds to purchase, develop, and manage affordable housing projects. This program may also include the ability to provide land write-downs to developers and/or low interest rate mortgages to homeowners. Other provisions provide for the ability to purchase and/or rehabilitate existing units for use by low and moderate-income residents as well as provide monthly assistance payments. Currently, the Agency has budgeted expenditures of over approximately $11 million on the Senior Affordable Housing Project known as the Whitewater Villas.

Responsibility:	Redevelopment Agency
Financing:	Redevelopment 20% Set-Aside Fund
Objective/Timing:	Development of 27 Very-Low, 18 Low Income, and 27 Moderate units will be constructed by the end of the planning period (June 2005). Additionally, the City staff continually researches annually and proceeds with the purchase of existing units and or vacant land during the planning period. This is an on-going policy that is evaluated annually as part of the Housing Element Implementation. The City has acquired approximately 34 acres to ensure the provision of future regional affordable housing requirements.

IIC. CIRCULATION

Introduction and Authority

The circulation system is the infrastructure and network of routes by which people and commodities move within and through the General Plan Area. Since Indian Wells is only one entity within the larger region of the Coachella Valley, the City's circulation system must accommodate inter- and intra-city movement in a safe, orderly, economical, and convenient manner.

The Circulation Element is a key section of the overall General Plan. Included in the Circulation Element are standards for roadway classifications consisting of cross-sections and capacities, alignments and classifications for future roadways and non-vehicular modes of travel, and policies to implement the standards and assure the orderly development of the circulation system. The Circulation Element is closely related to the Land Use Element, as well as the Noise, Conservation and Open Space, and Community Safety Elements.

California Government Code Section 65302(b) requires a general plan to include:

> "...a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the land use element of the plan."

The Circulation Element has been a State-mandated requirement since 1955. The provisions of a circulation element affect a community's physical, social, and economic environment and is, therefore, a critical aspect of a general plan program.

The City of Indian Wells Circulation Plan was developed in response to issues raised and objectives established by the community. It is intended to provide a balanced circulation system that will provide adequate capacity to support the travel demands of the land uses included in the

Land Use Element while at the same time maintaining an acceptable quality of life for the residents of Indian Wells.

The circulation system is one of the most important of all urban systems in the Study Area (City limits and adjacent areas, see Figure IIC-1). A well planned circulation system is an important ingredient in a healthy economic environment. Economic activities typically require the circulation of materials, products, and employees. Circulation systems can be used to influence the nature and extent, as well as the pace of urban development. The viability of each land use is dependent upon a certain level of accessibility.

Organization of the Element

The Circulation Element is divided into five sections: (1) Introduction and Authority; (2) Summary of Existing Conditions; (3) Description of the Circulation Plan; (4) Goals and Policies; and (5) Implementation. The plan is intended to be responsive to the objectives of the City in planning for its future growth while at the same time mitigating existing problems or concerns. The Circulation Element states general policy which will serve to guide the development of future, more detailed circulation system implementation programs.

Summary of Existing Conditions

This section summarizes existing roadway features and planning programs which influence the City of Indian Wells. Information provided here is summarized from the General Plan Existing Conditions Technical Report, dated April, 1994.

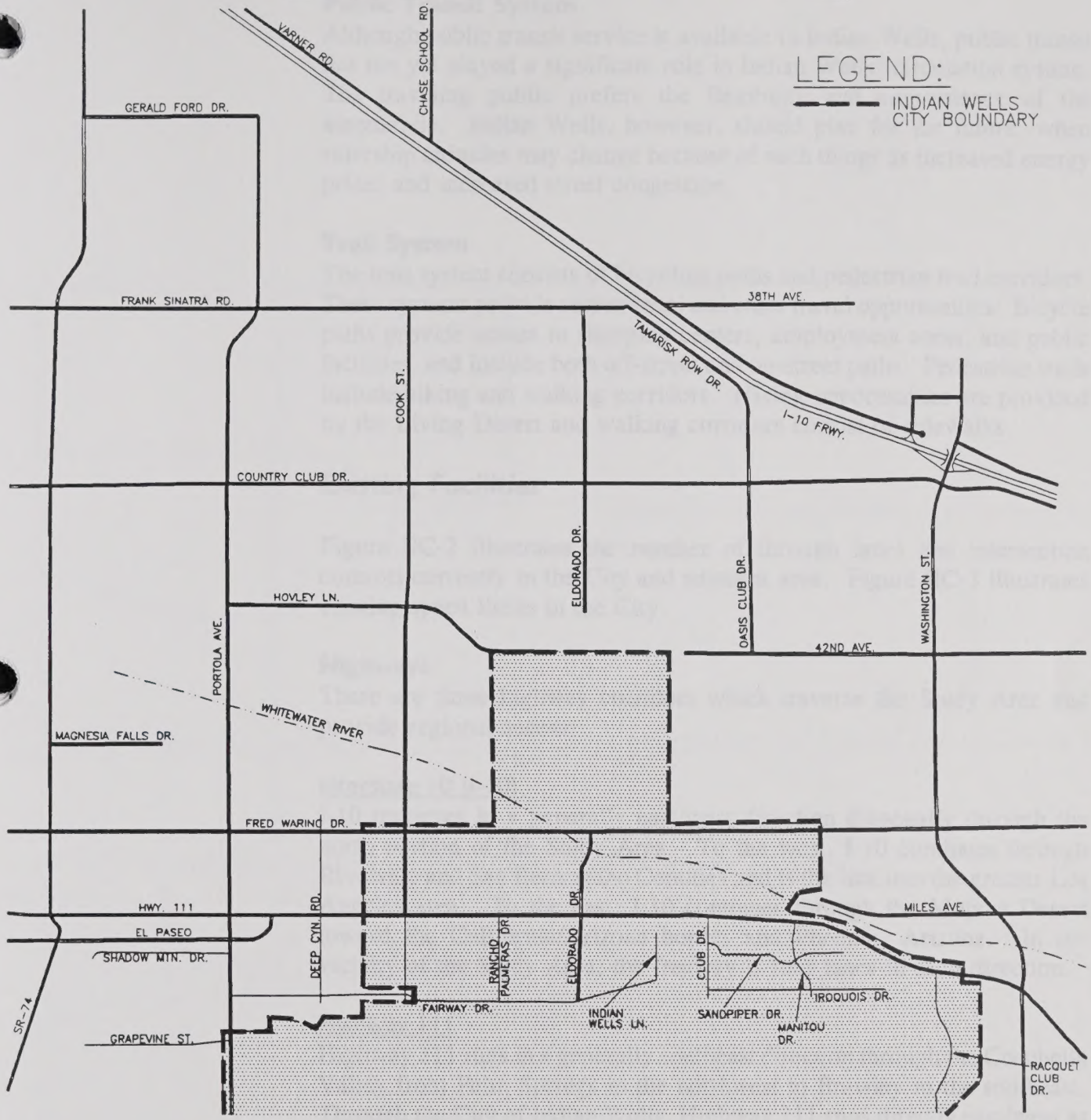
Four different types of systems compose the entire circulation system, as follows:

Air System

The air system is comprised of general aviation from Bermuda Dunes Airport and Thermal Airport, and commercial flights from Palm Springs Regional Airport. Bermuda Dunes Airport is located to the north of the City, and Thermal Airport is located southeast of the City.

Road System

The road system provides for nearly all passenger trips through and within the Study Area. While the primary road user is the automobile, bicycles, pedestrians, and buses also use the road system. The Study Area is served by a network of roads, illustrated in Figure IIC-1.



N.T.S.

Source: Robert Kahn, John Kain, 1996

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FIGURE IIC-1

GENERAL PLAN STUDY AREA

Public Transit System

Although public transit service is available in Indian Wells, public transit has not yet played a significant role in Indian Wells' circulation system. The traveling public prefers the flexibility and convenience of the automobile. Indian Wells, however, should plan for the future, when ridership attitudes may change because of such things as increased energy prices and increased street congestion.

Trail System

The trail system consists of bicycling paths and pedestrian trail corridors. These systems provide recreational and other travel opportunities. Bicycle paths provide access to shopping centers, employment areas, and public facilities, and include both off-street and on-street paths. Pedestrian trails include hiking and walking corridors. Hiking opportunities are provided by the Living Desert and walking corridors consist of sidewalks.

Existing Facilities

Figure IIC-2 illustrates the number of through lanes and intersection controls currently in the City and adjacent area. Figure IIC-3 illustrates existing speed limits in the City.

Highways

There are three highway corridors which traverse the Study Area and provide regional access:

Interstate 10 (I-10)

I-10 traverses in a generally east/west direction diagonally through the north portion of the Study Area. To the west, I-10 continues through Riverside and San Bernardino Counties and is the link into the greater Los Angeles area. To the east, I-10 continues through the Mojave Desert toward the California/Arizona border and Phoenix, Arizona. In the vicinity of the Study Area, the freeway is four lanes in each direction.

Highway 111

Highway 111 runs in a generally southeast direction through the Coachella Valley from Palm Springs in the northwest to Brawley in the southeast. Through the City of Indian Wells, Highway 111 runs directly east/west as a 4-lane divided roadway section with eight traffic signals.

Highway 74

Highway 74 runs southwest from Highway 111 in Palm Desert through the San Jacinto Mountains and provides a key connection to Hemet and Escondido. Beginning as a 4-lane divided roadway section at Highway 111, it transitions to a 2-lane roadway section in the mountain area.

Source: Robert Kahn, John Kain, 1994

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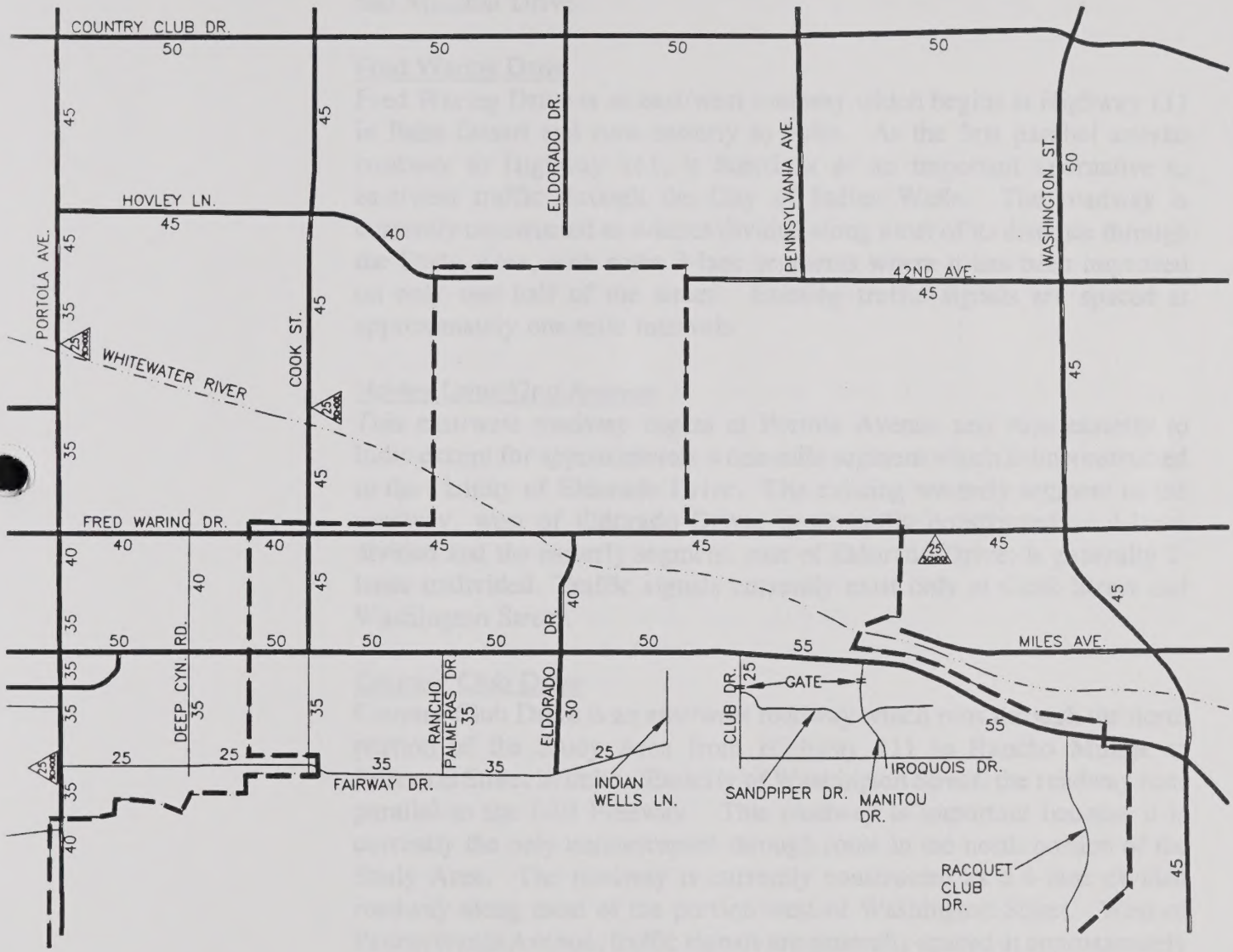
FIGURE IIC-2

EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



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Source: Robert Kahn, John Kain, 1994

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FIGURE IIC-3

EXISTING POSTED SPEED LIMITS

Roadways

Most improved arterial roadways are 4-lanes divided or have been partially improved (3-lanes divided). The major discontinuity in the existing circulation system is the north/south gap in Eldorado Drive and the east/west gap in Hovley Lane/42nd Avenue. It should also be noted that access by the general public to the local roadways south of Highway 111 and east of Club Drive (including Sandpiper Drive) is prohibited due to the community guard gates located on Club Drive, Racquet Club Drive, and Manitou Drive.

Fred Waring Drive

Fred Waring Drive is an east/west roadway which begins at Highway 111 in Palm Desert and runs easterly to Indio. As the first parallel arterial roadway to Highway 111, it functions as an important alternative to east/west traffic through the City of Indian Wells. The roadway is currently constructed as 4-lanes divided along most of its distance through the Study Area, with some 3-lane segments where it has been improved on only one half of the street. Existing traffic signals are spaced at approximately one-mile intervals.

Hovley Lane/42nd Avenue

This east/west roadway begins at Portola Avenue and runs easterly to Indio except for approximately a one-mile segment which is unconstructed in the vicinity of Eldorado Drive. The existing westerly segment of the roadway, west of Eldorado Drive, is generally constructed as 4-lanes divided and the easterly segment, east of Eldorado Drive, is generally 2-lanes undivided. Traffic signals currently exist only at Cook Street and Washington Street.

Country Club Drive

Country Club Drive is an east/west roadway which runs through the north portion of the Study Area from Highway 111 in Rancho Mirage to Jefferson Street in Indio. Easterly of Washington Street, the roadway runs parallel to the I-10 Freeway. This roadway is important because it is currently the only uninterrupted through route in the north portion of the Study Area. The roadway is currently constructed as a 4-lane divided roadway along most of the portion west of Washington Street. West of Pennsylvania Avenue, traffic signals are generally spaced at approximately one-half mile intervals.

Portola Avenue

This north/south roadway borders a portion of the City of Indian Wells along its west boundary south of Highway 111. North of El Paseo, the roadway is currently constructed as a 4-lane divided roadway while south of El Paseo it is a 2-lane roadway with divided and undivided sections.

Except for a traffic signal at Country Club Drive, the existing traffic signals are concentrated in the vicinity of Highway 111.

Cook Street

Cook Street is a north/south roadway in the west portion of the City which runs from Fairway Drive on the south to Frank Sinatra Road on the north. The roadway is currently constructed as 4-lanes divided except for a small segment just north of Fairway Drive. A new freeway interchange at Interstate 10 is proposed which will provide future freeway access to the City of Indian Wells. Existing traffic signals are spaced at approximately one-mile intervals.

Eldorado Drive

Eldorado Drive is a north/south arterial which potentially runs through the heart of the City of Indian Wells. A major portion of the roadway is unconstructed between Fred Waring Drive and a point just north of 42nd Avenue. The roadway is currently constructed generally as a 4-lane divided roadway except for some short 2-lane segments.

Miles Avenue

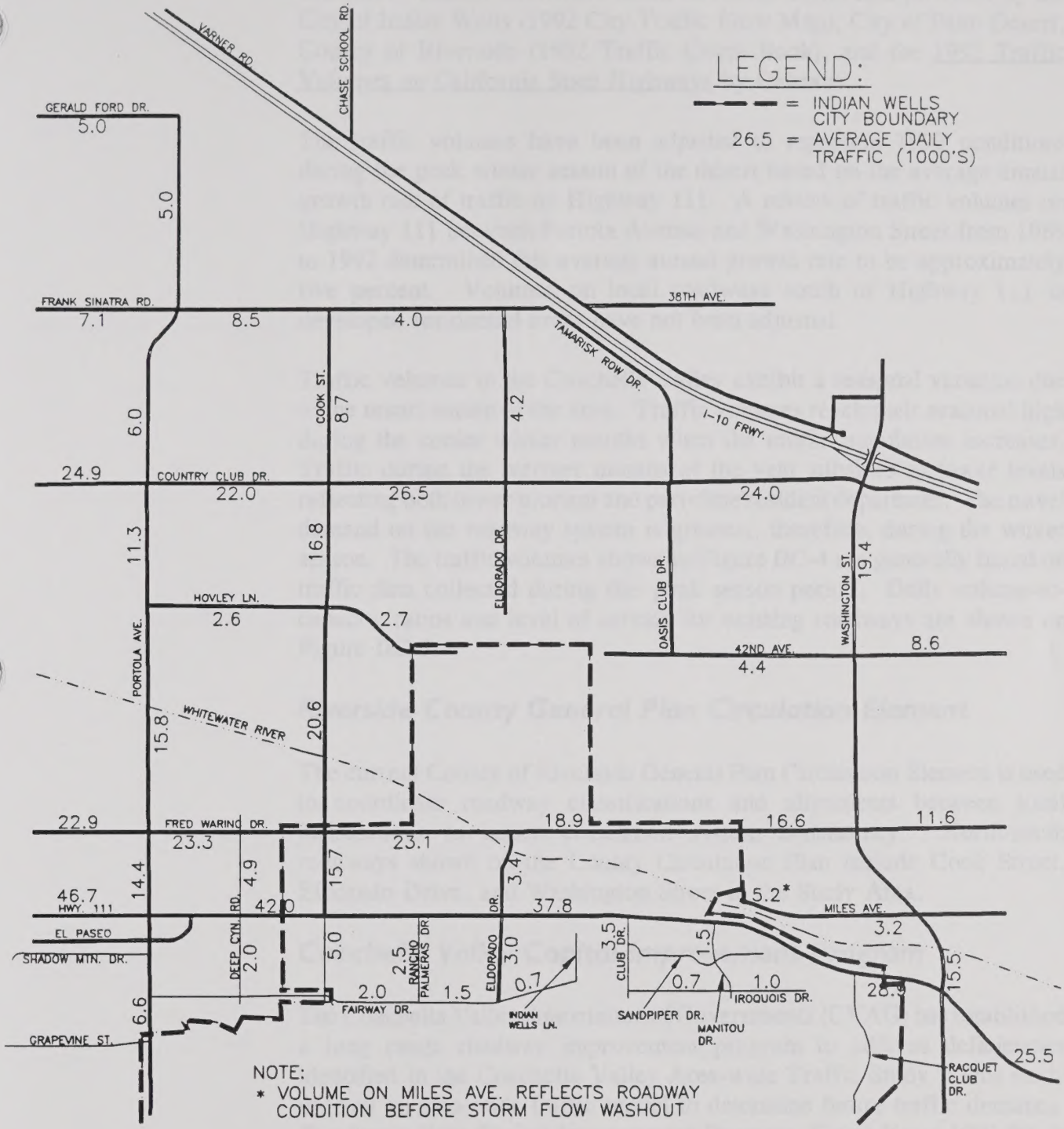
Miles Avenue is an east/west roadway which begins at the Whitewater River east of Highway 111 and runs easterly to Indio. Miles Avenue is currently constructed as a 2-lane undivided roadway. Miles Avenue is currently washed-out where it crosses the Whitewater River flood control channel. As part of the emergency funding for the 1993 winter storms, FEMA and the State OES have authorized the County Department of Transportation to proceed with the environmental documentation for the replacement of the Miles Avenue crossing, similar to what was there before the wash-out, but with larger drainage pipes and more adequate downstream protection.

Washington Street

A north/south roadway near the east boundary and adjacent to the sphere of influence of the City of Indian Wells, Washington Street provides access to the closest existing freeway interchange to the City on Interstate 10. The roadway is generally constructed as a 3-lane divided cross-section with 2 lanes generally running southbound. Existing traffic signals are spaced at approximately one-mile intervals.

1993 Traffic Volumes

Figure IIC-4 identifies existing average daily traffic (ADT) volumes at selected locations throughout the Study Area.



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Source: Robert Kahn, John Kain, 1994

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FIGURE IIC-4

EXISTING AVERAGE DAILY TRAFFIC (ADT)

The ADT volumes shown are based on recent traffic data provided by the City of Indian Wells (1992 City Traffic Flow Map), City of Palm Desert, County of Riverside (1992 Traffic Count Book), and the 1992 Traffic Volumes on California State Highways by Caltrans.

The traffic volumes have been adjusted to represent 1993 conditions during the peak winter season of the desert based on the average annual growth rate of traffic on Highway 111. A review of traffic volumes on Highway 111 between Portola Avenue and Washington Street from 1989 to 1992 determined this average annual growth rate to be approximately five percent. Volumes on local roadways south of Highway 111 in developed residential areas have not been adjusted.

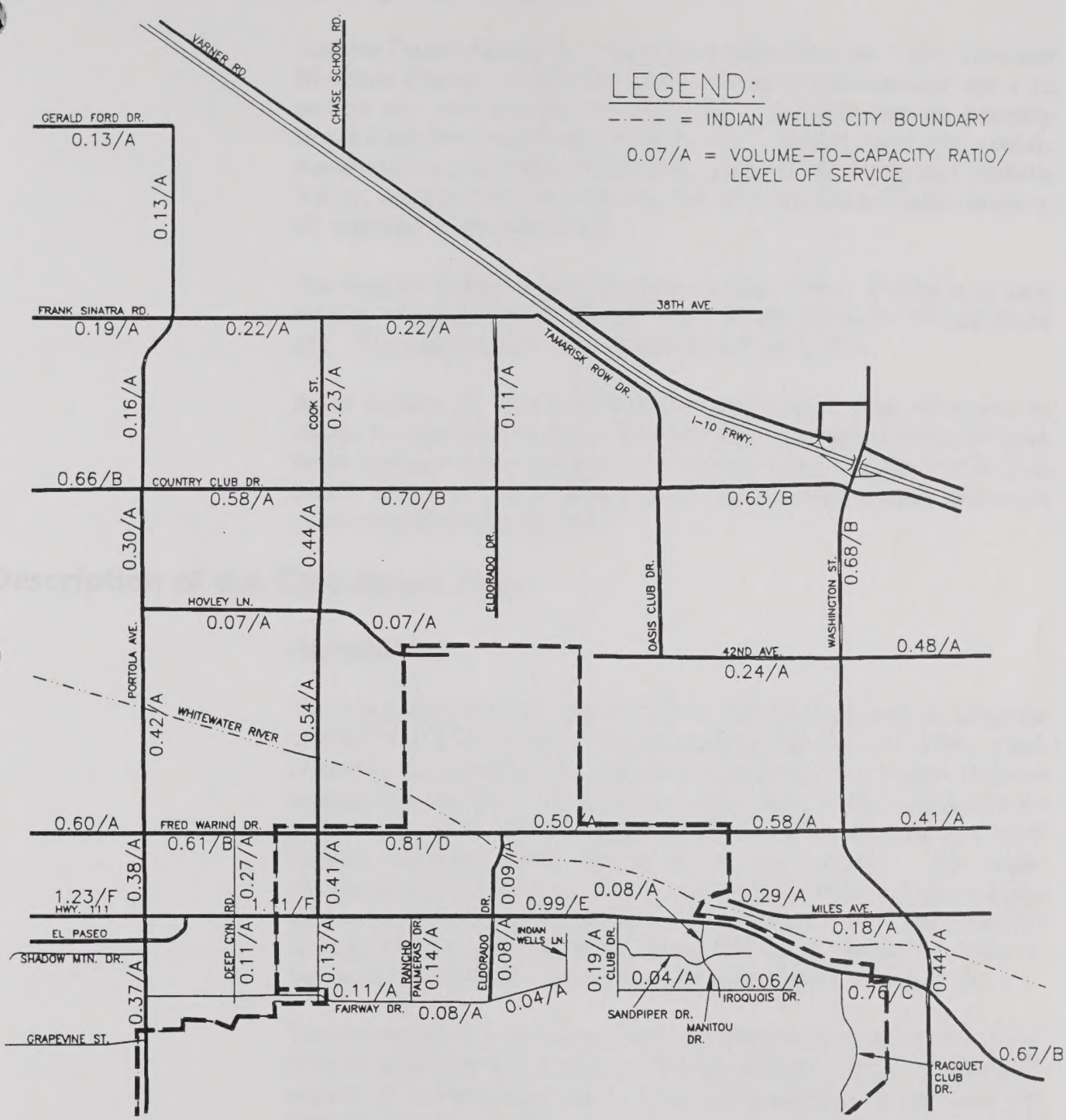
Traffic volumes in the Coachella Valley exhibit a seasonal variation due to the resort nature of the area. Traffic volumes reach their seasonal high during the cooler winter months when the tourist population increases. Traffic during the warmer months of the year subsides to lower levels reflecting both lower tourism and part-time resident departures. The travel demand on the roadway system is greatest, therefore, during the winter season. The traffic volumes shown in Figure IIC-4 are generally based on traffic data collected during this peak season period. Daily volume-to-capacity ratios and level of service for existing roadways are shown on Figure IIC-5.

Riverside County General Plan Circulation Element

The current County of Riverside General Plan Circulation Element is used to coordinate roadway classifications and alignments between local jurisdictions to insure circulation system consistency. North-south roadways shown on the County Circulation Plan include Cook Street, Eldorado Drive, and Washington Street in the Study Area.

Coachella Valley Capital Improvement Program

The Coachella Valley Association of Governments (CVAG) has established a long range roadway improvement program to address deficiencies identified in the Coachella Valley Area-wide Traffic Study. This study utilized an area-wide traffic model to determine future traffic demands. The Seven Year Capital Improvement Program, Fiscal Years 1993-99, is shown in the General Plan Existing Conditions Technical Report. A current improvement program can be obtained from CVAG.



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Source: Robert Kahn, John Kain, 1994

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FIGURE IIC-5

EXISTING DAILY VOLUME-TO-CAPACITY RATIOS

Existing Transit Service

SunLine Transit Agency is a joint powers authority of the Valley cities and Riverside County. Daily ridership is currently 8,000 persons and a 12 percent per year increase is anticipated. A 20-30 percent ridership increase has been experienced in prior years. SunLine envisions a public transportation system that will enhance quality of life within the Coachella Valley, safeguard the environment, and serve the transportation needs of all segments of the population.

The SunLine Transit Agency provides SunBus Transit Service in or near the City of Indian Wells with three lines: Route 50, Route 70, and Route 111. The current routes are illustrated in Figure IIC-6.

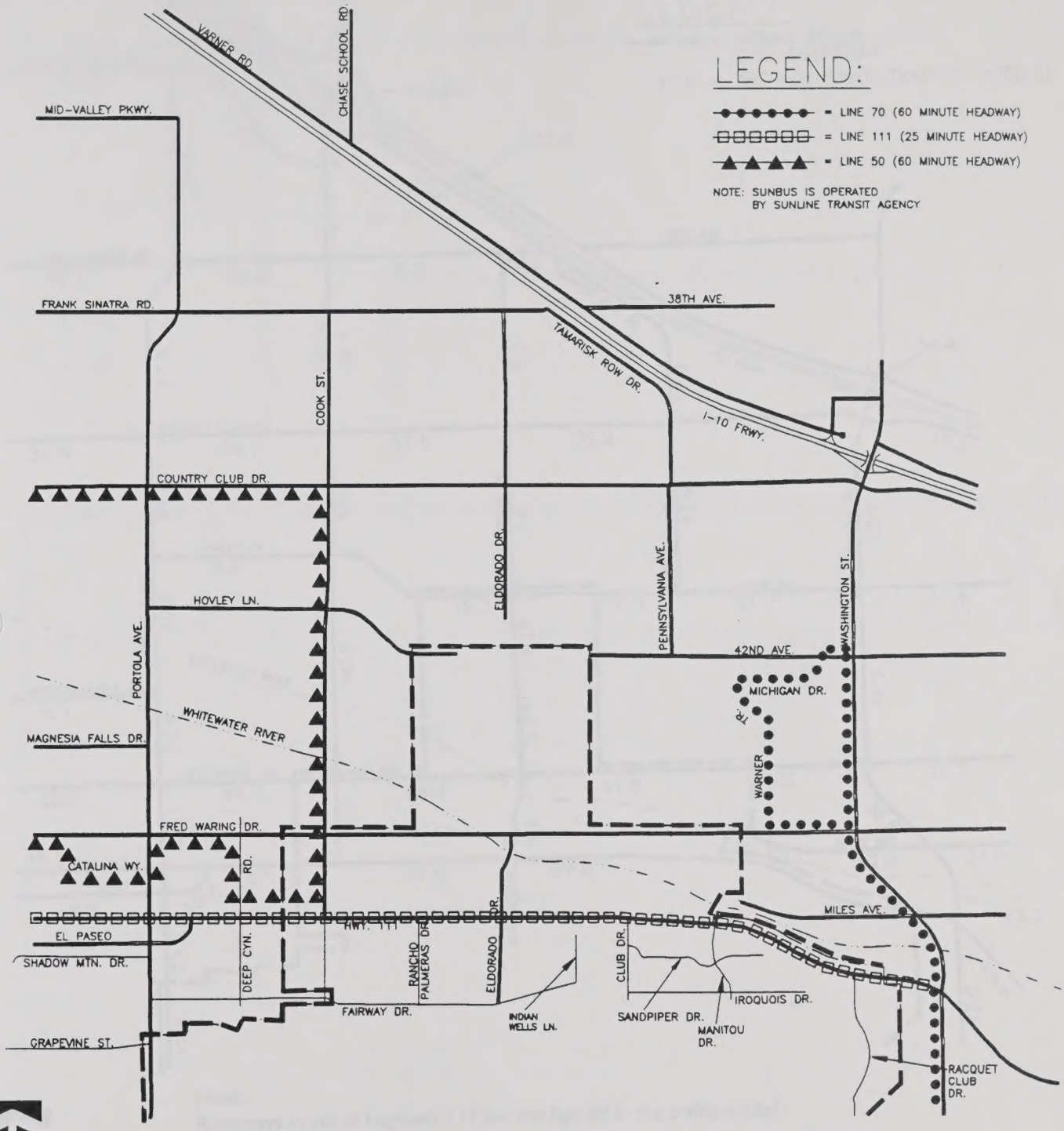
As of January 23, 1994, the Regular Fare is $0.75 (one ride) with no charge for transfers. A Senior/Disabled Fare is available during off peak hours (before 6 A.M., between 9 A.M. and 2 P.M., and after 6 P.M.) for $0.25. Children 5 years old and under ride free with an adult (maximum of two free children per adult).

Description of the Circulation Plan

Introduction

The Circulation Plan for Indian Wells is the result of analysis using the General Plan traffic model during September and October, 1994, which examined the combinations of land use and circulation system elements proposed for the City. The buildout average daily traffic volumes for the various circulation system configurations were determined using a travel demand computer model developed for this purpose. The model incorporates information on future roadway alignments and general plan land use in the areas surrounding the City of Indian Wells. The Post 2015 Average Daily Traffic (ADT) conditions forecast by the traffic model for the Land Use Plan and circulation system are shown in Figure IIC-7.

The Circulation Plan represents the City's preferred transportation system. Implementation of the Circulation Plan and policies will provide adequate capacity to accommodate the buildout travel demands of the Land Use Element as well as to preserve the quality of life in Indian Wells. Figure IIC-8 illustrates the Circulation Plan.



Source: Robert Kahn, John Kain, 1996

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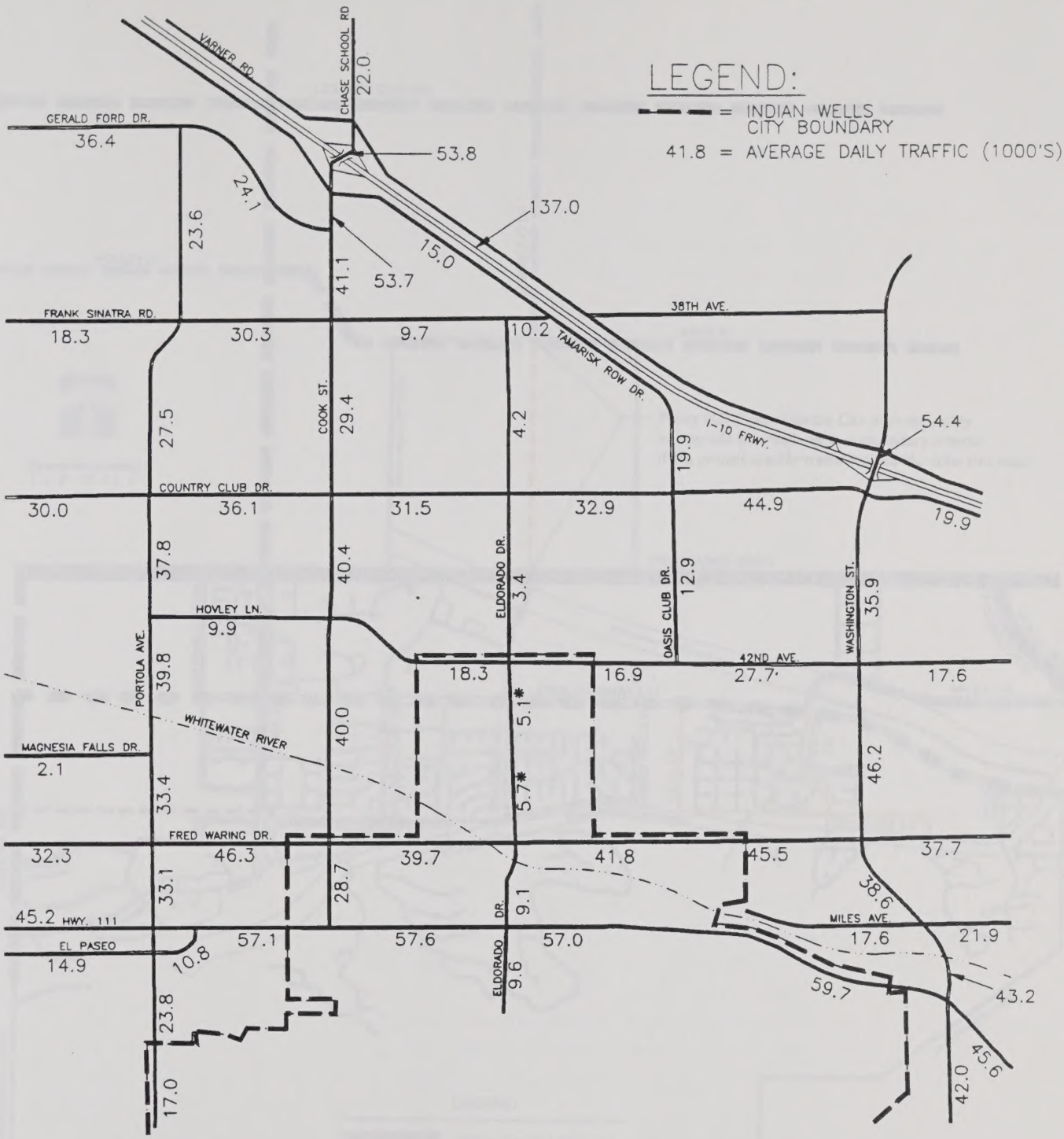
FIGURE IIC-6

SUNBUS TRANSIT ROUTES



Note:
Roadways south of Highway 111 are not figured in the traffic model.

* Volumes on Eldorado Drive assume Private Collector roadway is implemented. General Plan policies provide for this roadway to be developed as a Secondary Arterial if a project specific traffic analysis determines the need.

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urce: Robert Kahn, John Kain, 1996

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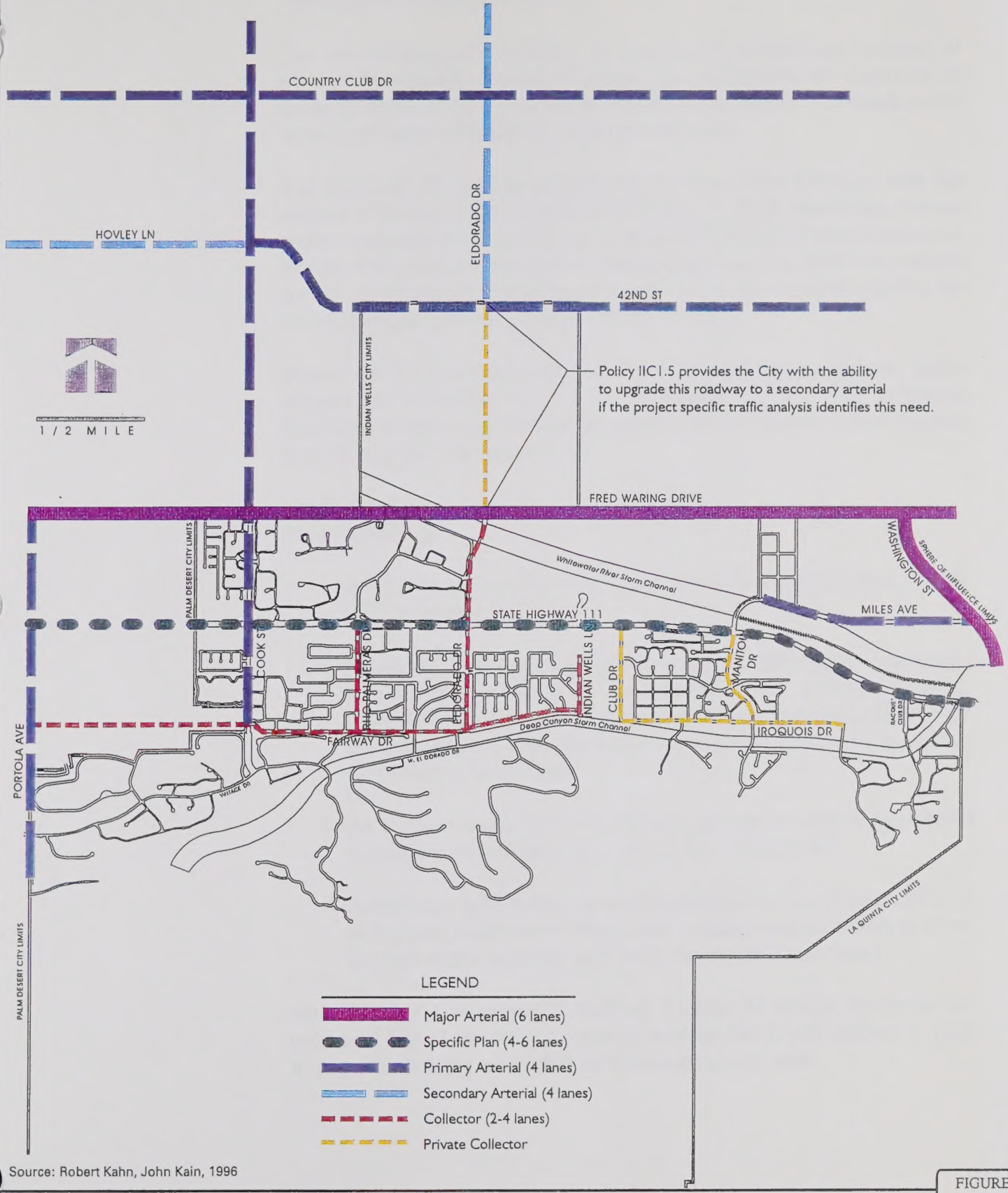
FIGURE IIC-7

POST 2015 AVERAGE DAILY TRAFFIC (ADT) VOLUMES



Source: Robert Kahn, John Kain, 1996

FIGURE IIC-8

CIRCULATION PLAN

Functional Classifications

The classification of a roadway is intended to establish its function, or role, in the overall circulation system. It establishes the hierarchy of streets in terms of their purpose in relation to movement of through traffic versus provision of access to adjacent land uses.

The hierarchy of roadway classifications ranges from freeways with full control of access, grade-separated interchanges, high speed-high volume traffic, emphasis on longer-distance and intercity travel to local streets/cul-de-sacs with unlimited access to fronting properties, low speed-low volume traffic, emphasis on multi-purpose use of the paved street section for travel, parking, pedestrian, and bicycle activity.

Figure IIC-9 illustrates General Plan roadway cross-sections which support the classifications shown in Figure IIC-8. The following functional design guidelines are recommended for roadway classifications depicted on the Circulation Plan.

Major Arterial
Features include:

- A 6-lane cross-section with raised or painted median (used for left turn movements).
- Minimum spacing for principal street intersections along Major Arterial streets should be one-quarter mile. Where overriding circumstances will not allow the minimum spacing policy to be maintained, left turn restrictions should be considered at minor, unsignalized driveways.
- As a major traffic carrier, curbside parking should be prohibited within the striped shoulder, except for emergencies.
- Additional right-of-way/easement dedications should be considered at key intersections with Major and Primary Arterial streets to allow for full-width auxiliary turn lanes or dual-left turn lanes.

State Route 111 is subject to Caltrans District 11 design standards and policies. Travel demand projections indicate that it will ultimately need to provide capacity equivalent to 6 through travel lanes.

Primary Arterial
Features include:

- A 4-lane cross-section with raised or painted median (used for left turn movements).
- Desirable minimum spacing for street intersections along a Primary Arterial is approximately one-quarter mile. Minor street and driveway access may be allowed at shorter intervals but consideration should be given to left turn restrictions at these locations.
- As a primary traffic carrier, curbside parking may not be considered appropriate along the more heavily traveled segments within the City.
- Additional right-of-way/easement dedications should be considered at key intersections with Major and other Primary Arterial streets for the accommodation of full-width auxiliary turn lanes.

Secondary Arterial
Features include:

- A 4-lane cross-section without median (undivided).
- Minimum intersection spacing along Secondary Arterials should be approximately 330 feet. Direct access from private residential properties should be avoided where possible.
- While the Secondary Arterial street cross-section allows for curbside parking, this parking must be prohibited near principal intersections where left turn lane striping is provided.
- While curbside parking should generally be tolerable and appropriate along most Secondary Arterials, there may be localized circumstances which would warrant parking restrictions.
- Additional right-of-way/easement dedication should be considered at selected intersection approaches where heavy traffic flows require a separate turn lane.

Collector
Features include:

- A 2-lane to 4-lane cross-section with or without median.

- Minimum intersection spacing along Collector streets should be approximately 150 feet. Residential frontage should be avoided where possible.

- Curbside parking is appropriate unless on-street bike lanes are provided.

Private Collector
Features include:

- Active access control such as private entry gates.

- Emergency vehicle access as needed.

- Collector features, as summarized above.

Significant Plan Features

A number of roadway issues are of particular interest in Indian Wells. These are the location and classification of Eldorado Drive between Fred Waring Drive and 42nd Avenue, the classification and connection of Miles Avenue to Highway 111, and the classification of Portola Avenue at the southwest boundary of the City.

Eldorado Drive

The Circulation Plan recommends that Eldorado Drive between Fred Waring Drive and 42nd Avenue, be aligned with the existing Eldorado Drive segments north of Fred Waring Drive and south of 42nd Avenue. The most significant consequences of this alignment, compared to an alternative alignment which intersects Fred Waring Drive and 42nd Avenue further west, is to eliminate the requirement for an additional bridge structure crossing the Whitewater River and eliminate additional traffic signals along Fred Waring Drive and 42nd Avenue. Along the preferred alignment, Eldorado Drive is recommended as a Private Collector classification.

Policies regarding the extension of Eldorado Drive allow the City the ability to require that the roadway be improved as a Secondary Arterial if the project specific traffic analysis determines such a need, without the necessity of a general plan amendment. The precise alignment through the Sunrise property will be determined by the Master Plan, required by policies within the Land Use Element.

Miles Avenue

Miles Avenue is recommended as a Primary Arterial classification. The construction of the all-weather crossing of the Whitewater River at Miles Avenue is not a critical feature of the Circulation Element. However, the County of Riverside is proceeding with the environmental documentation for replacement of the Miles Avenue crossing to connect with Highway 111.

Portola Avenue

A portion of Portola Avenue south of Highway 111 borders the City of Indian Wells and was not designated in the 1988 Circulation Plan. The Circulation Plan recommends that this portion of Portola Avenue be designated as a Primary Arterial.

Recommendations

The circulation system features required to support the traffic demands of buildout of the City of Indian Wells Land Use Plan are identified in Figure IIC-8. This Figure presents recommendations for circulation system classifications and alignments. General guidelines for street cross-sections are identified in Figure IIC-9. Circulation system recommendations are summarized below.

- Designate a future alignment of Eldorado Drive to align with the existing portions of Eldorado Drive north of 42nd Avenue and south of Fred Waring Drive. Change the classification of Eldorado Drive from a Collector classification to a Private Collector classification along this roadway segment, with the ability to upgrade the classification to a Secondary Arterial if warranted by a project specific traffic analysis and approved by the City Council. Precise alignment through the Sunrise property will be determined by the Master Plan required by policies in the Land Use Element.

- Maintain the classification of Eldorado Drive between Highway 111 and Fred Waring Drive as a Collector.

- Designate Miles Avenue westerly of Washington Street as a Primary Arterial.

- Designate Portola Avenue south of Highway 111 as a Primary Arterial.

In addition, to enhance the flow of traffic on arterials which may operate above level of service "C" during peak hour periods, the intersections shown in Figure IIC-10 may require capacity augmentation/enhancement.

Adequate intersection performance during peak traffic hours can be insured with intersection geometrics which satisfy turning movement and through traffic capacity demands. In many instances, this may require dual left turn lanes, and right turn deceleration lanes on intersection approaches.

By insuring that sufficient right-of-way is reserved at the critical intersections within the roadway system, it will be possible to implement the approach lane geometrics necessary to provide the required level of service.

As development within the City of Indian Wells occurs, the improvement of the area-wide roadway system must occur concurrently in order to provide an adequate level of service. To insure that funds from developers and/or area-wide fee programs are appropriately targeted to ongoing circulation needs, it is recommended that the City's development monitoring process be continued.

The development monitoring process requires that proposed development be analyzed to identify project "Opening Year" traffic impacts, service levels, and mitigation measures required to maintain adequate roadway system performance. Traffic impact study reports may be required to accompany plot plan and tentative tract map submittals to the City.

Internal Circulation

Adequate circulation and access within residential and commercial developments in the City are also important to an efficiently operating circulation system. The following guidelines have been developed as part of the Circulation Plan to govern internal circulation:

Residential Development

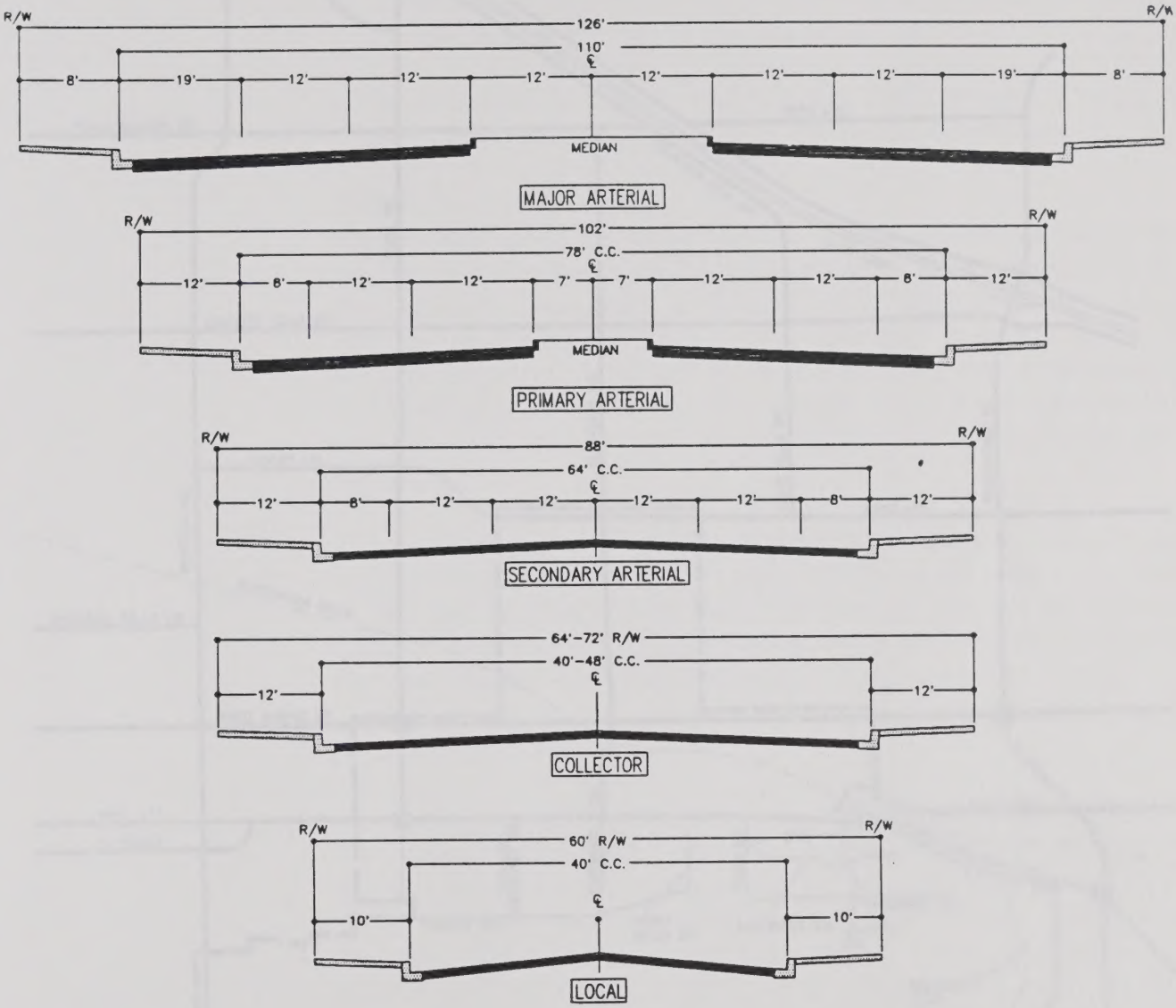
- Long, straight roadway stretches should be avoided to discourage excessive speeds and thereby reduce safety hazards;

- The use of T-intersections is encouraged on all collector and local streets with minimum offsets of 250-300 feet;

- Streets should intersect at as near to a right angle as possible and at not more than a 15 degree skew;

- Intersections should be located on the outside rather than the inside of a horizontal curve; and

- Streets should not intersect on the crest of a vertical curve.



Note:
Specific lane dimensions and improvement requirements will be determined by the City.

Source: Robert Kahn, John Kain, 1996

FIGURE
IIC-9

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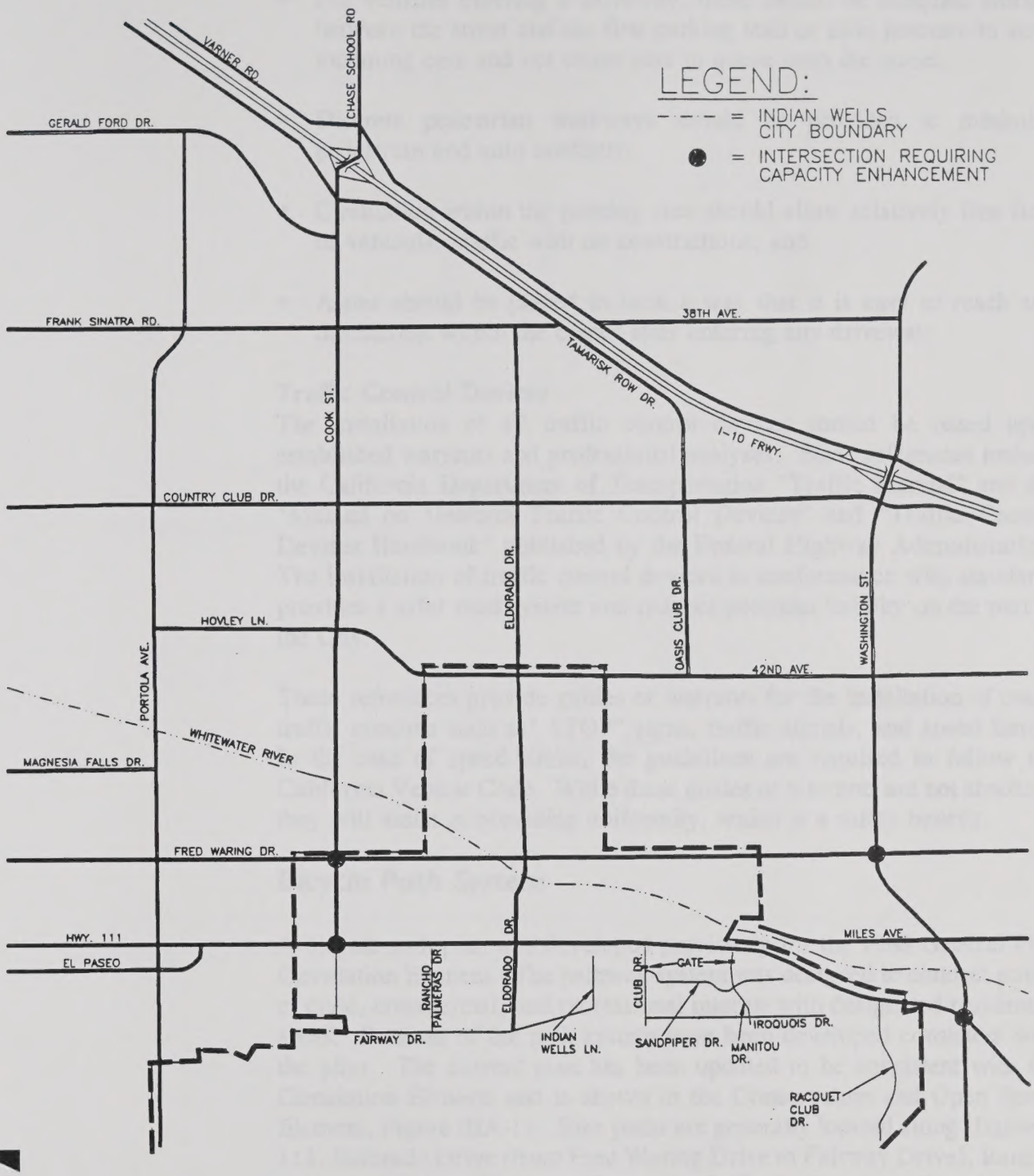
TYPICAL ROADWAY CROSS-SECTIONS



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Source: Robert Kahn, John Kain, 1996

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FIGURE IIC-10

INTERSECTIONS REQUIRING CAPACITY ENHANCEMENT

Commercial Development

- For vehicles entering a driveway, there should be adequate storage between the street and the first parking stall or aisle juncture to store incoming cars and not cause cars to queue onto the street;

- Discrete pedestrian walkways should be provided to minimize pedestrian and auto conflicts;

- Circulation within the parking area should allow relatively free flow of vehicular traffic with no constrictions; and

- Aisles should be placed in such a way that it is easy to reach any destination within the center after entering any driveway.

Traffic Control Devices

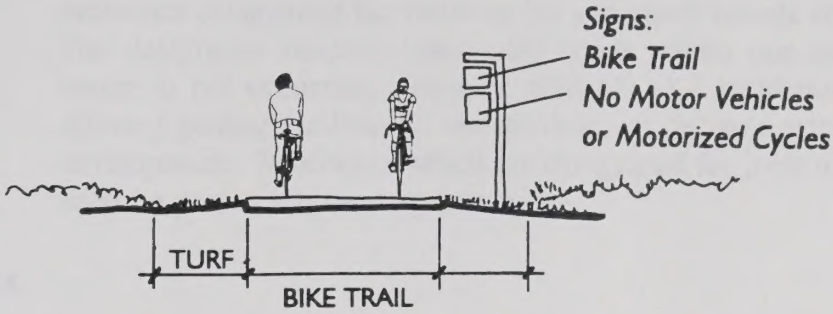
The installation of all traffic control devices should be based upon established warrants and professional analyses. Basic references include the California Department of Transportation "Traffic Manual" and the "Manual on Uniform Traffic Control Devices" and "Traffic Control Devices Handbook" published by the Federal Highway Administration. The installation of traffic control devices in conformance with standards provides a safer road system and reduces potential liability on the part of the City.

These references provide guides or warrants for the installation of many traffic controls such as" STOP" signs, traffic signals, and speed limits. In the case of speed limits, the guidelines are required to follow the California Vehicle Code. While these guides or warrants are not absolute, they will assist in providing uniformity, which is a safety benefit.

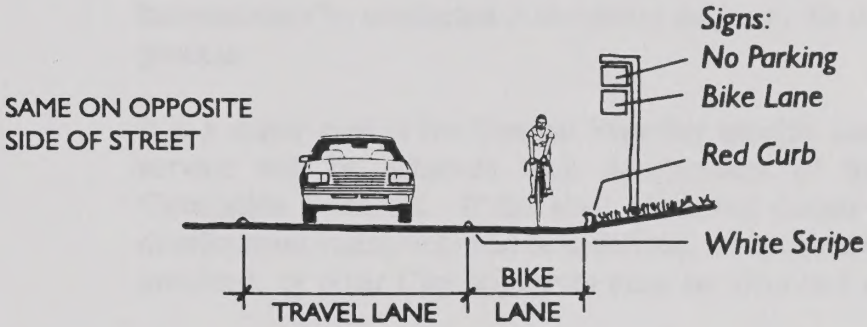
Bicycle Path System

A bicycle path plan was developed previously for the 1988 General Plan Circulation Element. The pathway system was designed to connect points of civic, commercial, and recreational interest with designated residential areas. Portions of the path system have been developed consistent with the plan. The current plan has been updated to be consistent with the Circulation Element and is shown in the Conservation and Open Space Element, Figure IIIA-11. Bike paths are generally located along Highway 111, Eldorado Drive (from Fred Waring Drive to Fairway Drive), Rancho Palmeras Drive, Fairway Drive, and Cook Street. Bicycle path classifications are identified in Figure IIC-11.

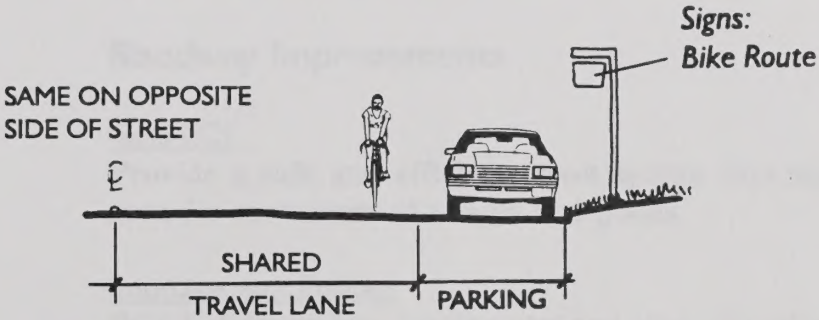
CLASS I - A completely separate right-of-way for the exclusive use of bicycles.



CLASS II - A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, lane striping, and other pavement markings.



CLASS III - A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with pedestrian and motor vehicles.



Note: Design specifications, such as lane dimensions and signage, are determined by the City prior to development of the paths.

Source: The Lightfoot Planning Group, 1996

FIGURE
IIC-11

BICYCLE PATH CLASSIFICATIONS

Golf Cart Paths

The California Vehicle Code (CVC Section 21115) establishes restrictions on the use of golf carts on local highways. According to the code, golf carts may be driven from cart storage locations to golf courses on specified public roadways which provide access to golfing facilities providing that the local roadway authority has passed a resolution or ordinance designating the roadway for combined vehicle and golf cart use. The designated roadway must also occur within one mile of the golf course if not occurring within or adjacent to a residential development offering golfing facilities to the residents of the golf-oriented residential development. Roadways which are designated for joint use by golf carts must be posted with appropriate signs.

Goals and Policies

The most important circulation issue is the correlation of the Land Use Element building intensities with Circulation Element capacity. It is the intent of the General Plan to maintain a balance between the General Plan land use intensities and their associated traffic demands with the capacity of the General Plan Circulation Element's ultimate system. Tests of this balance must be conducted at the major stages of the development review process.

It is a major goal of the General Plan that specific standards for level of service will be achieved with development of the Land Use and Circulation Elements. If the level of service standards cannot be met, development intensities must be redefined, or mitigation measures must be provided, or other City objectives must be identified as overriding.

The correlation of the Land Use and Circulation Elements are represented by: the combination of level of service standards, successive levels of development review, requirements for phasing development with circulation improvements, and mechanisms to finance implementation of circulation improvements.

Roadway Improvements

Goal IIC1

Provide a safe and efficient street system that links all parts of the area for movement of people and goods.

Improvement Policies

IIC1.1 Require new development and expansion of existing development to provide necessary street improvements for which it generates demand. Street improvements shall include, but not be limited to, the following:

- on-site transportation facilities: streets, curbs, traffic control devices;
- necessary access improvements: street extensions, widening, turn lanes, signals, etc.;
- street widening for streets fronting the development property as shown on the Circulation Plan map; and
- right-of-way landscaping and street lighting.

IIC1.2 Require all new development to be analyzed with respect to its potential impacts on the circulation system.

IIC1.3 Coordinate with other government entities, including Caltrans, CVAG, LAFCO, SCAG, Riverside County and adjacent communities, in implementation of the City's Circulation Plan and Coachella Valley-wide circulation improvements.

IIC1.4 Provide special consideration of circulation issues related to the City's major thoroughfare through implementation of the Highway 111 Specific Plan design features.

IIC1.5 The Eldorado Drive roadway classification through the Sunrise property shall be determined based upon a traffic report submitted with the required Master Development Plan for the site. The roadway may be a Private Collector or a Secondary Arterial, based upon the traffic report findings for the project. A general plan circulation element amendment is not required to implement either option, however, the City Council shall approve which option will be implemented.

Travel Modes

Goal IIC2

Provide Indian Wells' residents with a choice of travel modes.

Alternative Travel Modes Policies

IIC2.1 Consider transit service issues in site plan review and in the design of the street system, and provide bus turnouts along arterials and collectors where appropriate.

IIC2.2 Encourage construction of the bike path system by requiring new development to provide bike lanes on arterial streets.

IIC2.3 Ensure the safety of the bike path system by utilizing the design criteria set forth in the California Department of Transportation Highway Design Manual, or other City Council approved designs, in the development of bikeways.

IIC2.4 Encourage new development to provide internal bike paths where feasible and where natural features make paths desirable. Require that such paths link with the City-wide path system.

IIC2.5 Participate with regional agencies and cities to ensure that rail and air service capacities continue to meet the needs of residents.

IIC2.6 Encourage the establishment of a golf cart path system, consistent with the provisions of the California Vehicle Code.

Quality of Life

Goal IIC3

Provide a street system that contributes to residents' quality of life and minimizes impacts on the environment.

Quality of Life Policies

IIC3.1 Support traffic control measures which reduce noise and air quality impacts and are consistent with traffic engineering guidelines. Such measures could include traffic signal coordination, adding left-turn lanes at intersections, and incorporating right-turn only access at selected locations.

IIC3.2 Provide and maintain a street system which maintains a minimum Level of Service (LOS) "D" at roadway intersections.

IIC3.3 Encourage the development of a street system which allows the use of alternative traffic routes to better distribute traffic and minimize congestion. Through traffic in residential neighborhoods should, however, be discouraged by use of cul-de-sacs and one-way streets as appropriate.

IIC3.4 Encourage the use of alternative modes of transportation including public transit, ride sharing, golf carts, and walking.

IIC3.5 Encourage major employers to use flexible or staggered work hours so that travel demand is spread more evenly throughout the day.

IIC3.6 Encourage landscaping on both sides and in the median of arterial streets, and on both sides of collector and local streets.

IIC3.7 Implement the arterial highway system in a manner consistent with Federal, State, and local environmental quality standards and regulations.

Implementation of the Circulation Element

This section of the Circulation Element discusses a broad range of topics related to transportation improvement implementation strategies and programs which collectively work towards the realization of the Circulation Element goals and policies.

Travel Demand Management Program

Transportation Demand Management (also referred to as Travel Demand Management or TDM) strategies involve measures which are intended to reduce vehicle trip generation or influence when vehicle trips are made. Transportation System Management strategies involve relatively low cost facility improvements which maximize the efficiency/traffic carrying capacity of the roadway system.

The City of Indian Wells TDM ordinance applies to new commercial, industrial, and mixed use developments estimated to employ 100 or more persons. The TDM ordinance requires the property owner(s) or designer(s) to implement applicable measures which include various features oriented towards reducing the generation of off-site vehicle trips. Also included are off-site mitigation measures such as contributions to local Transportation System Management oriented facility improvements as well as regional TDM facilities. The TDM ordinance also includes provisions for implementation, monitoring, and enforcing the ordinance requirements. In addition to the TDM ordinance, the City should take a leadership role in the formation of a Valley-wide ridesharing program.

Development Impact Monitoring Program

The monitoring of traffic impacts associated with area development approvals is a critical program which must be implemented to ensure that the City's transportation goals are achieved. A carefully designed Development Impact Monitoring Program will provide the information necessary to ensure equitable participation by developers in the implementation of roadway improvements throughout the City. The monitoring program should provide for updates to the City's short- and long-range Roadway Implementation Phasing Program through annual updates to the City's 5-year Capital Improvement Program and will act as a guide for future land use/development decisions.

The City's Development Impact Monitoring Program should include the following elements:

Traffic impact analysis requirements for individual development projects: These requirements should be formulated to effectively determine the impact potential of development projects on the circulation system, and define appropriate mitigation measures which adequately address project impacts. This is particularly important in the analysis of larger development projects which are likely to impact the regional CMP roadway system. The development of traffic impact analysis requirements should at the same time, recognize and establish appropriate levels of analysis for intermediate and smaller sized development projects.

The findings of traffic impact studies would be reviewed by City staff to determine:

- Consistency with traffic impact analysis requirements;
- Consistency with Circulation Element goals and policies; and
- Staff recommendations regarding conditions of approval.

Maintenance of City's Buildout Traffic Model: Annual updates/refinements of land-use inputs used in the City Traffic Model would allow the City to monitor the effect of on-going development approvals on ultimate circulation system needs. As specific Transportation Demand Management programs are implemented, the anticipated trip reduction effects of these measures can be incorporated in the model. Analysis of traffic forecast updates provide valuable information of the adequacy of the City's Circulation Plan and the impact of land use/development decisions.

Regional Coordination

As reflected in many of the Circulation Element components, regional coordination is essential to the successful implementation of the Circulation Plan. Several of the critical roadway system improvements which will be required to adequately accommodate buildout traffic flows are currently outside the City's jurisdiction. The solution to regional-related traffic problems will require close coordination of traffic issues with CVAG, the City of Palm Desert, City of La Quinta, Riverside County, Caltrans District 11, and other communities within the Coachella Valley of Riverside County.

The County of Riverside is currently pursuing the establishment of a Road and Bridge Benefit District (RBBD) to finance both the County's and cities' reimbursement share of improvements to three Interstate 10

Freeway interchanges and construct a major section of Cook Street in the Palm Desert area at the freeway. The interchange improvements would occur at the existing Monterey Street/I-10 Freeway and Washington Street/I-10 Freeway interchanges, and include construction of a new I-10 interchange with Cook Street.

IIIA. CONSERVATION AND OPEN SPACE

Introduction and Authority

Indian Wells has transformed through the years from an agricultural and open desert area to an active residential community. Development of this scale often endangers sensitive resources and open space lands. Because of the potential effect of development on the natural environment, Indian Wells has made a concerted effort to conserve and protect the area's resources. The Conservation and Open Space Element is the written description of the City's commitment to maintaining a balance of preservation and development. The City's purpose is to ensure future generations the same level of enjoyment from the environment as is enjoyed by present residents.

The State of California requires a Conservation and an Open Space Element be part of a community's general plan. Because of the interrelationships between the two issues, the State gives the locality the discretion as to how each element is organized within the general plan. The City of Indian Wells recognizes the close relationships between the two issue topics and is presenting them in one, cohesive element.

California Government Code Section 65302(d) mandates the inclusion of the Conservation Element. The Code states that the General plan shall include:

> "...a conservation element for the preservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources."

The Open Space Element is required by Government Code Section 65302(e). Components of the Open Space Element are addressed in Government Code Section 65560. By definition, open space land is "any parcel or area of land or water which is essentially unimproved and devoted to an open-space use." Open space lands that typically meet this definition include lands for the preservation of natural resources, the

managed production of resources, outdoor recreation, and lands deemed undevelopable to protect the public health and safety.

State law permits jurisdictions to add other general plan elements that focus on issues that are of special importance to the City. Although not specifically required by State law, this element also addresses considerations for parks and recreation and air quality.

The Conservation and Open Space Element is a vital part of the General Plan for Indian Wells. The character and quality of the City of Indian Wells is shaped by the open space resources and amenities of the area. This element has a very close relationship to the Land Use, Housing, and Safety elements. The requirements for predominantly low density development patterns is a fundamental part of preserving the abundant open space character of the City. The image and character of Indian Wells is most often viewed from Highway 111, and is shaped by the attractive landscaping and recreational opportunities along the Highway. This element is closely related to the Public Safety Element by providing policies that regulate development within flood-prone areas and areas with geological constraints. The Element also provides policies for the conservation of air quality and promotes the protection of this critical resource.

Organization of the Element

The Conservation and Open Space Element is organized in the following manner: The summary of the existing conditions presents the background for the formulation of the Conservation and Open Space Plan. The Plan includes a description of the primary components of the open spaces and parks in the City, and also includes a diagram showing the distribution and types of open space in the City. The Goals and Policies are presented following the description of the Plan. The Implementation section provides general direction on the steps necessary to achieve the goals and policies of the element.

Summary of Existing Conditions

The following information is intended to provide an overview of the existing conditions relating to open space, parks, conservation, and air quality. The information is summarized from the Indian Wells General Plan Existing Conditions Technical Report, dated April, 1994.

Because Indian Wells is a destination-resort community, the City sets a high premium on the preservation of the environment and the provision of open spaces and recreational opportunities.

The Indian Wells General Plan Area (Figure IIIA-1) includes approximately 14 square miles, with topography ranging from river valley to the peak of Eisenhower Mountain at more than 2,000 feet above mean sea level. Large portions of the mountainous lands in the General Plan Area are devoted to natural open space while the river valley and surrounding level land are generally under cultivation, developed as residential and commercial properties, or devoted to recreational uses.

Parks, Recreation, and Open Space

In analyzing a city such as Indian Wells, the parks and recreation needs are quite different than a typical community. Because the types of parks and open spaces should be consistent with the needs of the residents, there is a limited need for active recreational areas such as ball fields, swimming pools, or other active recreational spaces in Indian Wells. Most of the local Homeowners Associations (HOA) provide the facilities needed by the residents, or recreational facilities are available through the Country Clubs to which the residents belong.

Extensive tracts of land within the City boundaries are designated as open space, with hillside open space as the predominant component. Recreational open space (including golf courses and public parks), watercourse open space, and date palm groves comprise the remainder of the open space inventory.

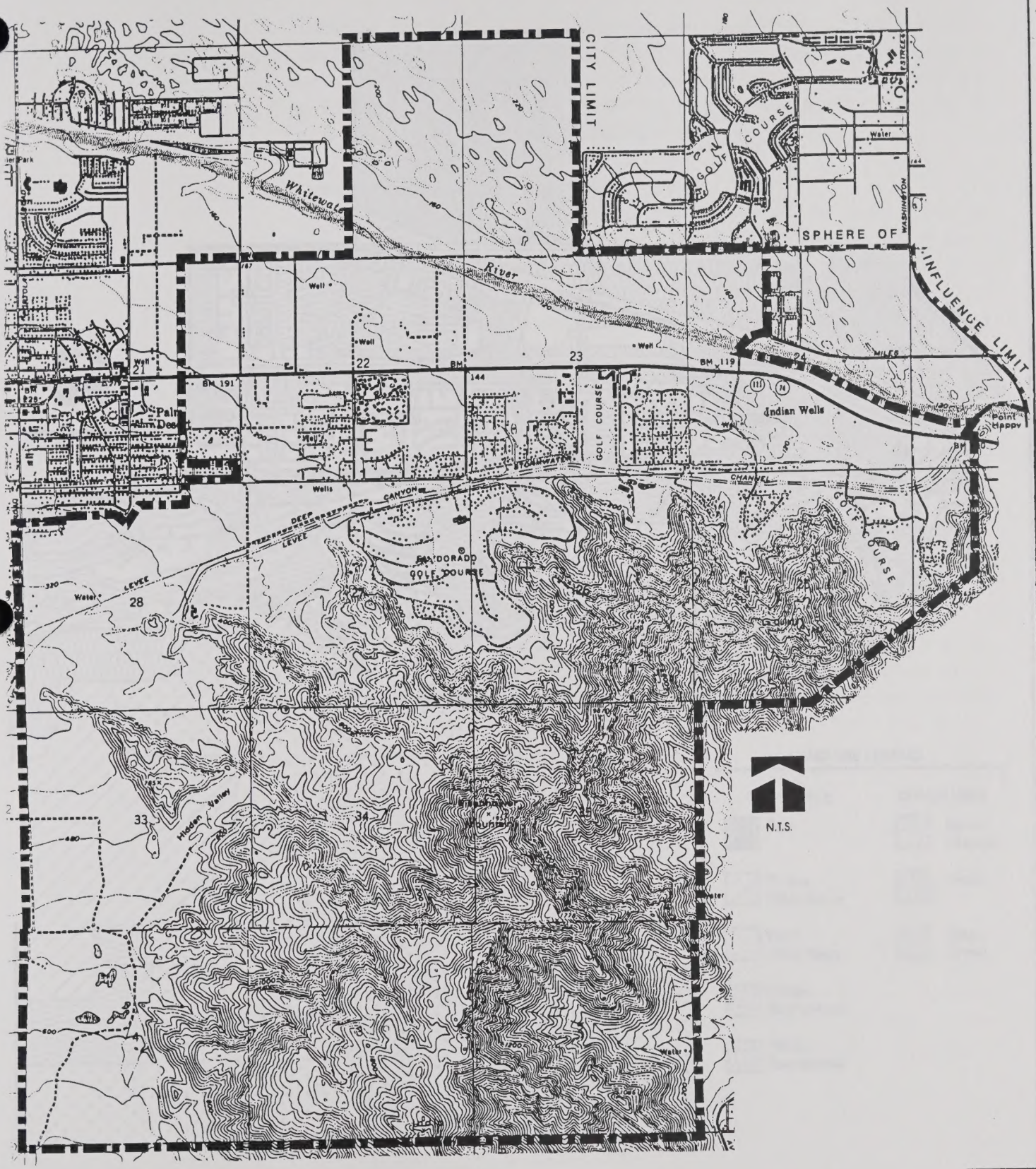
A general definition of parks and recreation as it applies to Indian Wells is as follows:

- Public and private properties whose use is primarily intended for either active recreational pursuits or passive enjoyment.

Existing open spaces and recreational areas are shown in Figure IIIA-2. The figure illustrates existing conditions only, and is not a regulatory map. Indian Wells residents are provided with a variety of recreational opportunities. The City is located in an area of outstanding open space amenities and climatic conditions to allow outdoor activities.

Dedication Requirements

Indian Wells Municipal Code requires that subdivisions with over 50 parcels dedicate five acres per thousand persons for park use. The ordinance specifies that three acres per thousand persons be dedicated as public parks to be owned and maintained by the City. Two acres may be private parks located in the immediate subdivisions to be owned and maintained by a homeowners association. (The private parks must have a minimum area of 0.33 acre.)

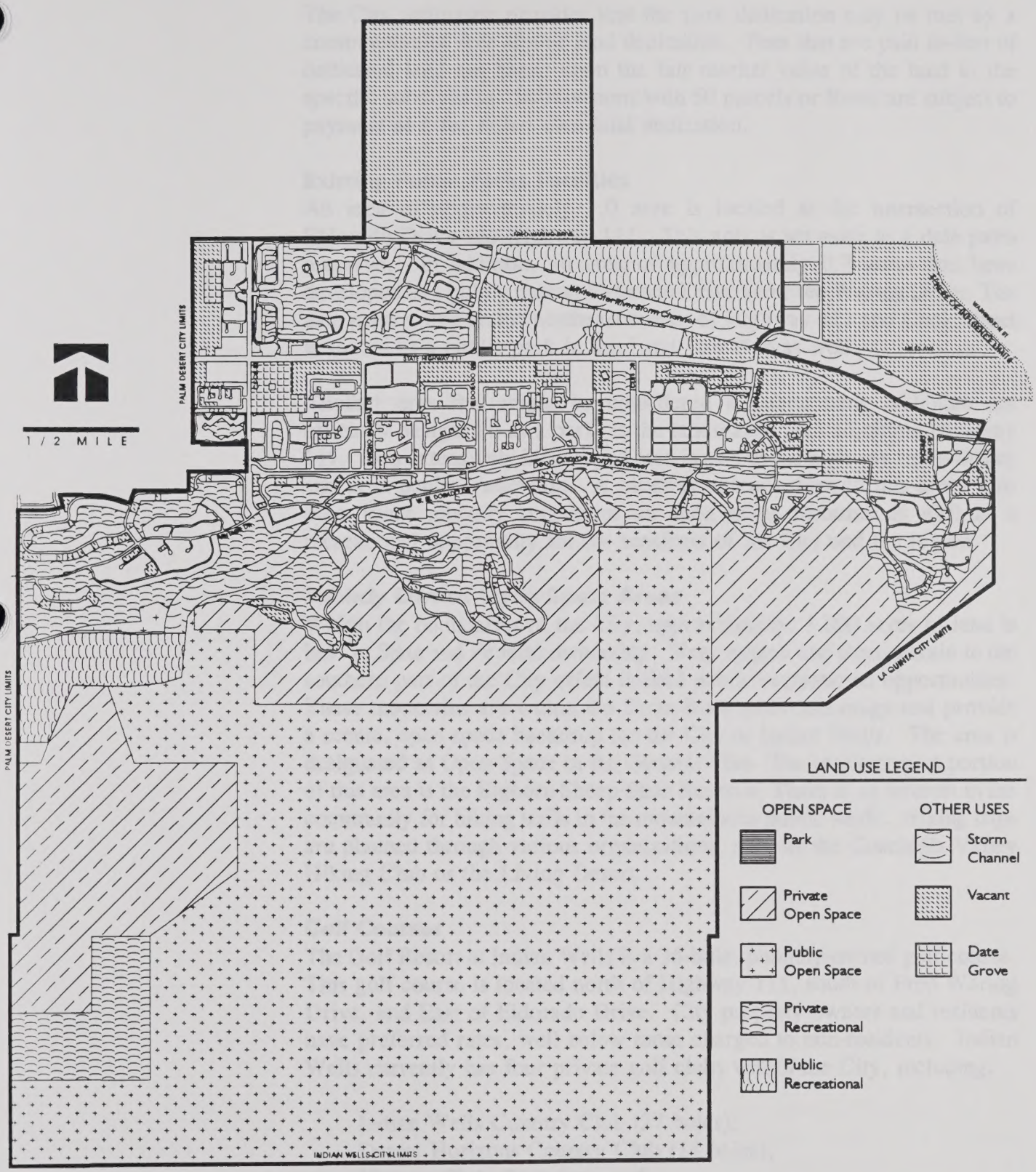


Source: U.S.G.S. 7.5 Minute Topographic Series, La Quinta, Photorevised 1980

FIGURE
IIIA-1

INDIAN WELLS GENERAL PLAN AREA

THE LISHTHART PLANNING GROUP



Source: The Lightfoot Planning Group, 1994

FIGURE IIIA-2

Existing Open Spaces and Recreational Areas

The City ordinance provides that the park dedication may be met by a combination of fees and/or land dedication. Fees that are paid in-lieu of dedicated land are based upon the fair market value of the land in the specific subdivision. Subdivisions with 50 parcels or fewer are subject to payment of a fee rather than land dedication.

Existing Public Parks Facilities

An area of approximately 1.0 acre is located at the intersection of Eldorado Drive and Highway 111. This area is set aside as a date palm preserve. In addition, an area of approximately 0.7 acres has been developed as a public park at Eldorado Drive and Fred Waring Drive. The date palm grove on the northeast corner of Highway 111 and Cook Street is shown as a public park in the Land Use Plan as well.

Another area that might be considered a public park, although not officially designated as a park, is the landscaped area adjoining Highway 111. This extensively landscaped area is part of the highway right-of-way and is in public ownership. A bikeway extends through this area. This open space amenity constitutes an open space resource as well as a recreational opportunity for the residents of the City and the region.

Publicly Owned Open Space Areas

Within the boundaries of the City, approximately, 3,800 acres of land is held in State and Federal ownership. Very rugged and steep terrain in the southern part of the City offers limited public recreational opportunities. These mountains are within the Santa Rosa mountain range and provide a scenic, open space backdrop for the City of Indian Wells. The area is designated as Open Space in the General Plan. The southernmost portion of this area is the Bighorn Sheep State Reserve. There is an interest in the community for hiking trails in the mountainous public lands. Hiking trips are planned through various organizations, such as the Coachella Valley Hiking Club or the Living Desert.

Golf Courses

The Golf Resort at Indian Wells is a 36-hole, publicly-owned golf course. This golf course is located north of Highway 111, south of Fred Waring Drive, and East of Eldorado Drive. City property owners and residents have preferred rates, well below those charged to non-residents. Indian Wells currently has four private golf clubs within the City, including:

Indian Wells Country Club (27 holes);
Desert Horizons Country Club (18 holes);
Vintage Club (36 holes); and
Eldorado Country Club (18 holes).

Each club offers exceptional recreational opportunities to its members, including tennis and swimming activities.

Living Desert

The Living Desert extends approximately two miles through Palm Desert and Indian Wells, providing a desert wildlife preserve, educational center, nature walk, and hiking trails.

Other Open Space Areas

Other open space areas are provided by the two regional flood control channels and the vacant, developable lands, within the City. The flood control channels have limited areas utilized as golf courses. The date groves are open spaces, but are not designated as such in the Land Use Plan.

Open Space Inventory

Description	Acres
Open Space	
Private Open Space	1,352.2
Publicly Owned Lands	3,790.0
Watercourse Open Space	254.0
Recreational Open Space	
Public Golf Course	371.5
Private Golf Course	895.1
Public Park	2.0
Agricultural (Date Palm Groves)	47.8
Total Open Space	**6,712.6**

Cultural Resources

Cultural resources are non-renewable and limited in number. Archaeological sites and features of either the historic or prehistoric eras are protected under the California Environmental Quality Act (CEQA). In accordance with CEQA, a project will have a significant impact on the environment if it disrupts or adversely affects a cultural resource that has been found to be significant.

On May 16, 1992, the City adopted an Archaeological Resource Policy for the City of Indian Wells. This document includes policy requirements identified in the CEQA Guidelines and establishes a process for the early identification and preservation of cultural resources within the City.

The City of Indian Wells is located within the territory ethnographically associated with the Cahuilla people. This language group is within the Cupan subgroup of the Takic family of the Uto-Aztecan stock. The Takic family includes Cupeno, Gabrielino, and the Luiseno people. Prehistorically, a large portion of Cahuilla territory was inundated by Lake Cahuilla which provided the focus for settlement and resources.

There are 16 cultural resource survey or testing reports on file with the Eastern Information Center at the University of California, Riverside. These surveys cover land located in the northern and western portions of the General Plan Area and the majority of these studies resulted in positive cultural resource findings with 24 historic or prehistoric sites recorded. In addition to the sites, there are 13 isolated finds in the western portion of the Study Area.

The sites are recorded as small lithic and ceramic scatters and camps, with at least one site spanning the prehistoric and historic eras. This site, CA-RIV-64, is mapped at more than 200 acres in size and represents the remains of the Cahuilla village of Kavinish, or Kavinic, and the location of the "Palma seco well." This location is also believed to be where settlers, prospectors, and stage line passengers camped.

Presently, there are no properties within the General Plan Area which are listed on the National Register of Historic Places. This should not be taken to mean that there are no sites which might be eligible; however, determinations have only been submitted for one site in the General Plan Area according to the regional clearinghouse.

Based on the results of the record and archival research it appears that several areas of sensitivity exist within the General Plan Area with cultural resource isolates, features, and sites of both the historic and prehistoric eras. These areas are generally in the north and northeastern sections and the western portion of the Study Area. The vast unsurveyed mountainous portion of the Study Area may also have sensitivity with regard to Native American ritual, folklore, or ceremony.

Paleontology

Paleontological resources are the remains or traces of prehistoric plant and animal life exclusive of man. Fossil remains are found in the geologic deposits within which they were originally buried. Since there is a direct

relationship between fossils and the types of rock formations where they can be found, knowledge of the geology of an area can help in predicting the likelihood of the existence of fossils. Paleontological resources are limited and nonrenewable. Such resources are protected under the California Environmental Quality Act (CEQA). In accordance with CEQA, a project will have a significant impact on the environment if it disrupts or adversely affects a paleontological site, except as a part of a scientific study.

Record searches from the University of California at Riverside (UCR) revealed no known fossil localities within the boundaries of the General Plan Area. However, this record also indicates that there is the potential that fossil materials may be located in older alluvium within Indian Wells.

A search of records at the San Bernardino County Museum revealed that there have been no previous paleontologic assessments in the area, and consequently, no paleontologic resource localities have been reported within the City. However, there have been paleontologic resources recorded along Washington Street, north of the City and in the sphere of influence. These resources include deltaic deposits associated with Pleistocene Lake Cahuilla or with near-shore sediments of the lake.

Pleistocene-aged fossils are between 1.8 million and 150,000 years old. These deltaic fossils occur at an elevation of about 160 feet above sea level, but details of the record are insufficient to determine if these types of sediments occur within the sphere of influence of the City of Indian Wells. Therefore, based on the available records, the northeastern portion of the City, below an elevation of 200 feet, has an undetermined potential for containing paleontological resources. Project specific studies should be conducted to determine the existence of any such resources.

Biological Resources

The City of Indian Wells includes four general areas: the northern valley floor, urban area, bajada, and Santa Rosa mountains (Figure IIIA-3). The boundaries between these areas are in some cases arbitrary, and are used within this report only to give a general characterization of the conditions within different areas of the City.

Northern Valley Floor

This region generally consists of the area north of the Whitewater River Channel to Avenue 42. It is a relatively flat, sandy area subject to moderate wind and blowing sand. The overall topography is one of blowsand hummocks and sand dunes covered by sparse creosote scrub vegetation. The boundaries of this area generally conform to the boundaries of the mitigation fee area for the Coachella Valley Fringe-Toed

Lizard, with the exception being the portion which extends south of the Whitewater River Channel.

Urban Area

This region contains the developed area of the City, with its vegetational species consisting almost entirely of introduced plants and trees used for landscaping, and several remaining groups of palms. The urban area is almost completely lacking in unmodified native habitats.

Bajada

The southwest corner of the City of Indian Wells is characterized by a gently sloping bajada (alluvial fan formed from eroding mountains). The bajada is composed of sandy soils with abundant cobbles. Palo verde woodland vegetation occurs within this area. The Ironwood Country Club, and a portion of the Peninsular Bighorn Sheep Preserve are also located within this area.

Santa Rosa Mountains

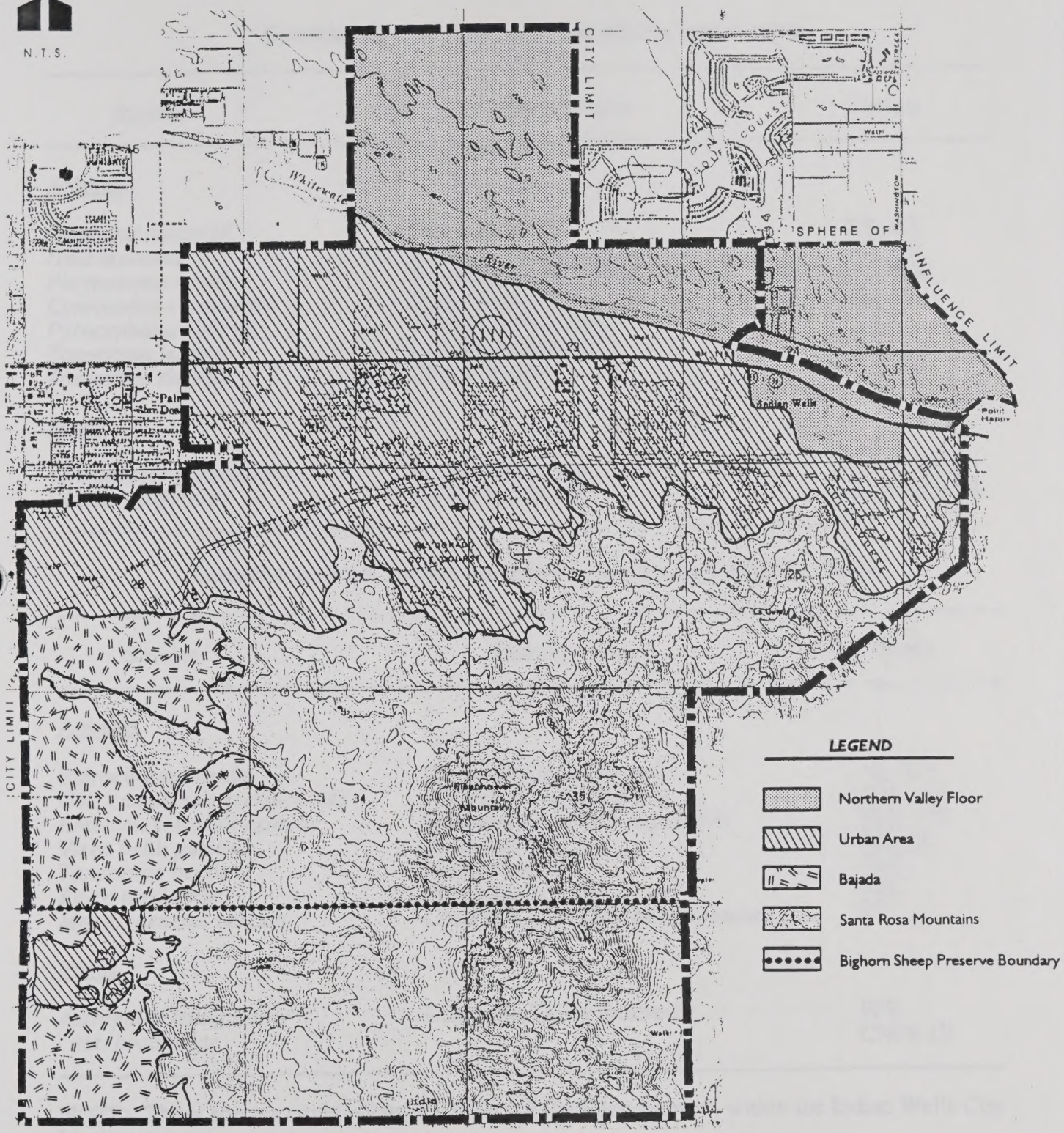
This mountain range rises sharply in the southern portion of the City. The southern portion of the mountains is part of the State game refuge for the Peninsular bighorn sheep. The mountains are very steep and rocky, covered with sparse Sonoran desert scrub vegetation.

Sensitive Resources

A listing of all known and expected sensitive plant and animal species within and adjacent to the City of Indian Wells is provided in Figure IIIA-4. Figure IIIA-5 displays general areas of recorded sightings of sensitive species. For a more detailed discussion of the biological resources, refer to the Existing Conditions Technical Report. Actual current distributions of sensitive species can only be determined by current biological surveys. These surveys should be conducted during the planning stages of future development, as part of the site-specific environmental review process.

Some of the sensitive species listed in Figures IIIA-4 and IIIA-5 as having known occurrences within Indian Wells are known from only one recorded observation, sometimes over 50 years old. These recorded species may or may not persist within the area. Because of this, the project specific environmental review process should include sufficient analysis to determine the presence of any sensitive species.

Complete biological surveys would need to be conducted by qualified biologists prior to development of individual projects within Indian Wells to determine which species are currently present.



Source: U.S.G.S. 7.5 Minute Topographic Series, La Quinta, Photorevised 1980

RECON

FIGURE IIIA-3

Approximate Boundaries of Urban\Physiographic Areas

Sensitive Species Documented Within Indian Wells

Species	Common Name	Status
Animals		
Gopherus agassizii	Desert tortoise	FT, CT
Uma inornata	Coachella Valley fringe-toed lizard	FT, CE
Phrynosoma mcalli	Flat-tailed horned lizard	C1, CSC
Cyprinodon macularius	Desert pupfish	FE, CE
Pyrocephalus rubinus	Vermillion flycatcher	CSC
Toxostoma lecontei	Le Conte's thrasher	CSC
Toxostoma dorsale	Crissal thrasher	CSC
Plants		
Chamaesyce platysperma	Flat-seeded spurge	C2, CNPS 3
Ditaxis californica	California ditaxis	C2, CNPS 1B

Sensitive Species Known To Occur in the Vicinity of Indian Wells

Species	Common Name	Status
Animals		
Batrachoseps aridus	Desert slender salamander	FE, CE
Ovis canadensis cremnobates	Peninsular bighorn sheep	FPE, CT
Empidonax traillii extimus	Southwestern willow flycatcher	FPE, CE
Vireo bellii pusillus	Least Bell's vireo	FE, CE
Toxostoma bendirei	Bendire's thrasher	CSC
Falco mexicanus	Prairie falcon	CSC
Macrobaenetes valgum	Coachella giant sand treader cricket	C2
Plants		
Astragalus lentiginosus var. *coachellae*	Coachella Valley milkvetch	FPE CNPS 1B

NOTE: These species could occur, but have not been documented, within the Indian Wells City Limit.

Source: RECON, 1994

RECON

FIGURE IIIA-4

SENSITIVE SPECIES
(PAGE 1 OF 2)

Sensitivity Codes

FEDERAL CANDIDATES AND LISTED SPECIES

FE = Federally listed, endangered
FT = Federally listed, threatened
FPE = Federally proposed endangered
FPT = Federally proposed threatened
C1 = Enough data are on file to support a proposal for the federal listing
C1* = Enough data are on file to support a proposal for federal listing, but the plant is presumed extinct
C2 = Threat and/or distribution data are insufficient to support federal listing
C2* = Threat and/or distribution data are insufficient to support federal listing; plant presumed extinct
C3a = Extinct
C3b = Taxonomically invalid
C3c = Too widespread and/or not threatened

STATE DESIGNATIONS

CE = State listed, endangered
CR = State listed, rare
CT = State listed, threatened
CSC = California Department of Fish & Game, species of special concern

CALIFORNIA NATIVE PLANT SOCIETY (CNPS)

LISTS

1A = Species presumed extinct.

1B = Species rare, threatened, or endangered in California and elsewhere. These species are eligible for state listing.

2 = Species rare, threatened, or endangered in California but which are more common elsewhere. These species are eligible for state listing.

3 = Species for which more information is needed. Distribution, endangerment, and/or taxonomic information is needed.

4 = A watch list of species of limited distribution. These species need to be monitored for changes in the status of their populations.

R-E-D CODES

R (Rarity)

1 = Rare, but found in sufficient numbers and distributed widely enough that the potential for extinction is low at this time.

2 = Occurrence confined to several populations or to one extended population.

3 = Occurrence limited to one or a few highly restricted populations, or present in such small numbers that it is seldom reported.

E (Endangerment)

1 = Not endangered
2 = Endangered in a portion of its range
3 = Endangered throughout its range

D (Distribution)

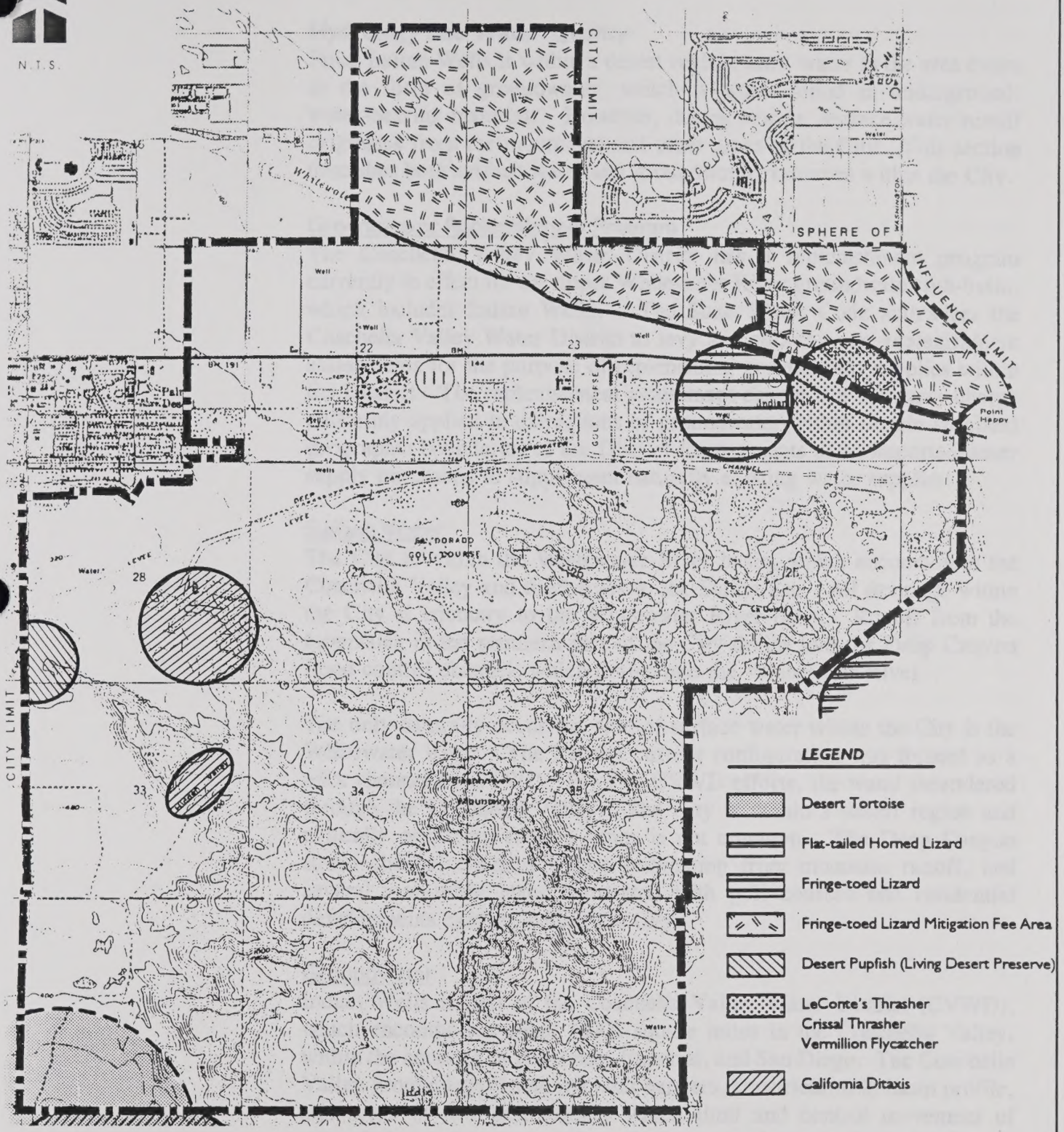
1 = More or less widespread outside California
2 = Rare outside California
3 = Endemic to California

Source: RECON, 1994

RECON

FIGURE IIIA-4

SENSITIVE SPECIES
(PAGE 2 OF 2)



Source: U.S.G.S. 7.5 Minute Topographic Series, La Quinta, Photorevised 1980

RECON

FIGURE IIIA-5

KNOWN SENSITIVE SPECIES OCCURRENCES AND MITIGATION FEE AREA

Water Resources

Hydrology and Water Quality

Since Indian Wells is within a desert region, most water in the area exists in the form of groundwater, which is water found in underground, water-bearing materials. However, during storms, surface water runoff originates from the mountains and other areas of the City. This section describes both surface water and groundwater resources within the City.

Groundwater Replenishment Program

The Coachella Valley Water District has a replenishment program currently in effect for the upper Whitewater River groundwater sub-basin, which includes Indian Wells. The State Water Code authorizes the Coachella Valley Water District to levy and collect water replenishment assessments for the purpose of replenishing groundwater supplies within the District. The replenishment assessment charge is a monetary charge uniformly applied to extractions of groundwater within certain specified geographic boundaries of the District for payments of an imported water supply purchased to supplement naturally existing water supplies.

Surface Water

The City is within the Whitewater River basin, which encompasses the Coachella Valley and discharges to the Salton Sea. All drainage within the City is tributary to the Whitewater River basin. Runoff from the mountains in the southern part of the City drains into the Deep Canyon flood control channel, which drains into the Whitewater River.

The only naturally occurring area of surface water within the City is the Whitewater River. The River's current configuration was formed as a pilot channel by CVWD. Prior to CVWD efforts, the water meandered through the Coachella Valley. The City is within a desert region and naturally occurring surface water is not common. The Deep Canyon storm channel contains waters originating from mountain runoff, and several man-made lakes associated with golf courses and residential developments existing within the City.

Groundwater

Indian Wells is part of the Coachella Valley Water District (CVWD), which encompasses about 1,000 square miles in the Coachella Valley, within the counties of Riverside, Imperial, and San Diego. The Coachella Valley groundwater basin has fault barriers, constrictions in basin profile, and areas of low permeability which limit and control movement of groundwater. Because of these features, the basin is divided into sub-basins and subareas. Indian Wells is part of the Thermal subarea of the Whitewater River groundwater sub-basin. General groundwater flow in the basin is from the northwest to the southeast.

The Whitewater River sub-basin comprises the major portion of the Coachella Valley floor and has a storage capacity of about 28.8 million acre-feet. There are four subareas within the Whitewater River sub-basin. The Palm Springs subarea is the main area of recharge into the sub-basin. The Thermal subarea (including Indian Wells) comprises the pressure area within the basin and has a storage of about 19.4 million acre-feet. The other two subareas, Thousand Palms and Oasis, are peripheral areas having unconfined groundwater conditions.

According to CVWD, alleviation of the upper Whitewater River sub-basin overdraft was initiated in 1973 by the Coachella Valley Water District and the Desert Water Agency. The effectiveness of the replenishment program has been demonstrated by increasing water levels in the immediate recharge area and by slowing water level declines in some sub-basin wells.

The Coachella Valley Water District currently produces reclaimed water at its Water Reclamation Plant 10, located adjacent to the City, east of Cook Street and north of the Whitewater River. Treated reclaimed water from this facility is used by golf course operators for irrigation purposes. A new reclaimed water line is proposed for construction in Indian Wells, extending from the plant to Fred Waring Drive and east on Fred Waring Drive to Warner Trail. This line will serve the Indian Wells Golf Resort area.

National Pollutant Discharge Elimination System (NPDES)

Construction of any project in the City of Indian Wells is subject to the requirements for erosion control and is also required to comply with the Federal Clean Water Act. For the long-term management of storm water in developed areas, municipalities must comply with the Regional Water Quality Control Board's NPDES permit, which consists of wastewater discharge requirements for storm water and urban runoff.

The State Water Quality Control Board (SWQCB) has adopted "beneficial uses" for the water resources of a region. These are defined as the uses of water necessary to or enhancing the quality of human well-being. Beneficial uses are affected by the quality of the given body of water. Potable water within the Coachella Valley is provided from its groundwater resources and the quality is suitable for consumption. Activities which have the potential to influence groundwater quality include existing recharge programs, wastewater use, and disposal use of pesticides on the golf courses and agricultural activities.

Any development occurring within the City must comply with the requirements of the NPDES program. Compliance requires development of a Storm Water Pollution Prevention Plan and Monitoring Program Plan to manage construction and post-construction runoff.

Earth Resources

This section describes the soil and mineral resources present within Indian Wells and their characteristics and uses. Information on related topics such as seismic hazards and blowsand hazards are discussed in the Public Safety section.

Soils

The soils throughout Riverside County are surveyed and classified by the United States Department of Agriculture (USDA) in cooperation with the University of California's Agricultural Experiment Station through the National Cooperative Soil Survey program. The purpose of the soil survey is to provide information that "can be applied in managing farms, selecting sites for roads, ponds, buildings and other structures, and in judging the suitability of tracts of land for farming, industry, and recreation."

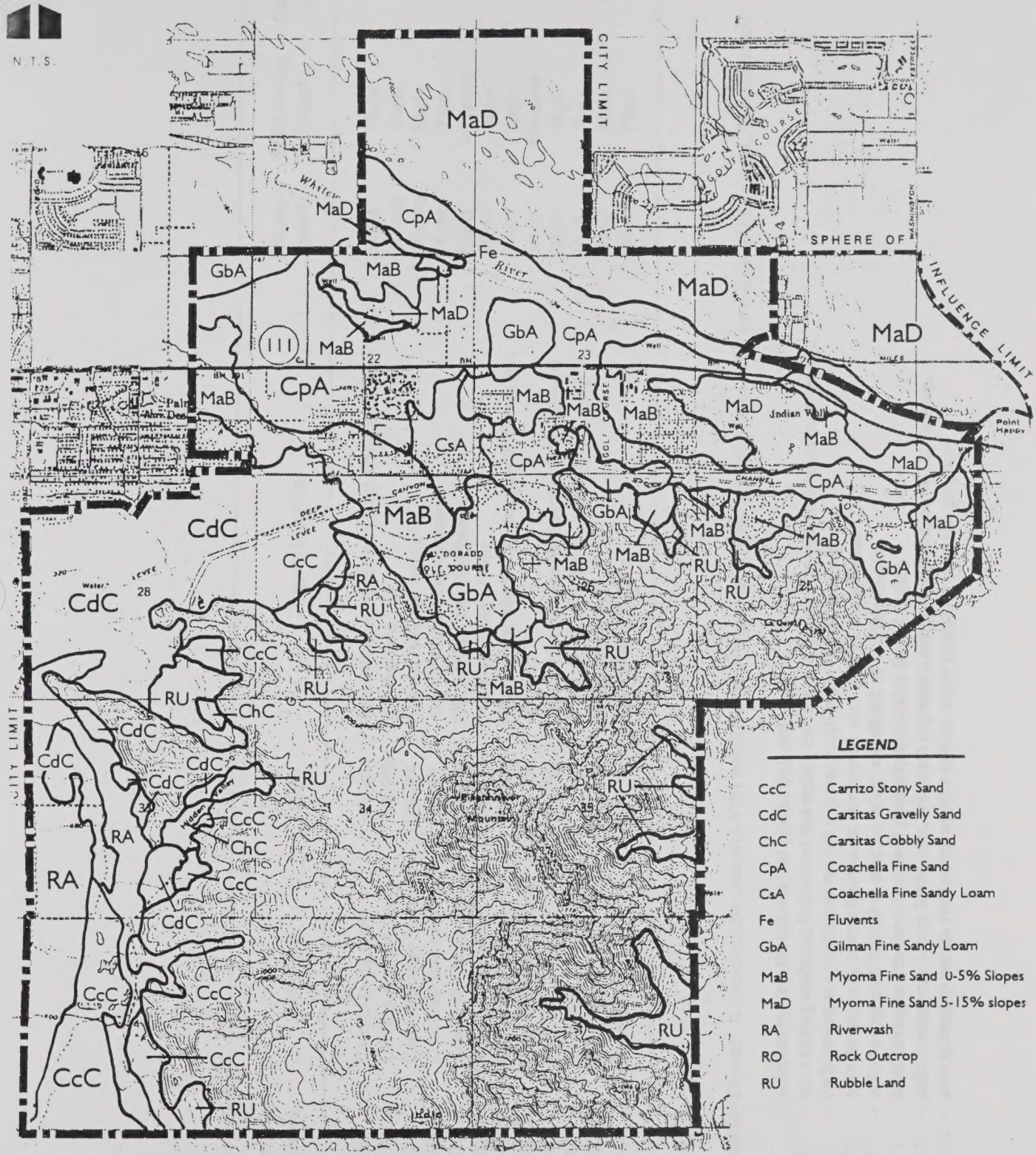
Figure IIIA-6 shows the soil classifications present within the City of Indian Wells, and Figure IIIA-7 lists the characteristics of each soil type. The soils within the City boundaries can be divided into three main groups: (a) the rock outcrops and rubble lands of the mountainous areas, (b) the alluvial fans draining the mountains, and (c) the floodplain and valley floor.

Rock Outcrops

The rock outcrops in the mountainous areas in the southern half of the City are comprised of granite, gneiss, mica schist, and sandstone. There is scant vegetation, consisting primarily of ceanothus, manzanita, desert agave, and ocotillo. The rubble lands are very old alluvial fans cut by braided stream channels. Vegetation is sparse and consists of brush and cactus. These soils have no farming value.

Alluvial Fans

A variety of different soil types are found in the alluvial fans. All have slight to moderate soil blowing and erosion hazards. Native vegetation consists of creosote, mesquite, and ironwood. Areas with greater moisture also have desert willow, smoketree, and palo verde trees. The two soil types in the City which can be considered prime farmland are found in alluvial fans: Gilman fine sandy loam (GbA) and Coachella fine sandy loam (CsA). These two soil types are found in the central and eastern areas of the City. They are rated with a Capability Class of II, which means that they have only moderate limitations in regard to choice of cultivated plants and require only moderate conservation practices.



Source: U.S Department of Agriculture, Soil Conservation Service, 1980

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FIGURE IIIA-6

SOILS CLASSIFICATION

N.T.S.

Soil Type Symbol	Soil Name	Slope	Typical Location	Erosion Hazard	Soil Blowing Hazard	Capability Class
CcC	Carrizo stony sand	0%-9%	Alluvial cones where mountain drainage enters valley	Slight	Slight	VIII
CdC	Carsitas gravelly sand	0%-9%	Alluvial fans	Moderate	Slight	IV
ChC	Carsitas cobbly sand	2%-9%	Alluvial fans and valley fill	Moderate	Slight	VI
CpA	Coachella fine sand	0%-2%	Alluvial fans and floodplains	Slight	High	III
CsA	Coachella fine sandy loam	0%-2%	Alluvial fans and floodplains	Slight	Moderate	II
MaD	Myoma fine sand	0%-5%	Dunes and alluvial fans	Slight	High	III
MaB	Myoma fine sand	5%-15%	Alluvial fans where they merge with floodplains	Slight	High	III
GbA	Gilman fine sandy loam	0%-2%	Alluvium	Slight	Moderate	II
Fe	Fluvents	0%-2%	Soils exposed by the Whitewater River channel	Slight	Slight	VIII
RA	Riverwash	--	In and adjacent to stream channels	High	None	VIII
RO	Rock outcrop	--	Mountainous areas	None	None	VIII
RU	Rubble land	--	Very old alluvial fans	None	None	VIII

SOURCE: USDA 1980.

Capability Classes: A classification system (I-VIII) which shows, in a general way, the suitability of soils for most kinds of field crops. The classes are:

I - soils having few limitations that restrict their use.
II - soils having moderate limitations that reduce the choice of plants or require moderate management.
III - soils having severe limitations that require special conservation practices.
IV - soils having very severe limitations that require very careful management.
V - soils having uses limited to pasture, range, woodland, or wildlife habitat.
VI - soils having severe limitations and generally unsuitable for cultivation.
VII - soils having very severe limitations, restricted to pasture, range, woodland, or wildlife habitat.
VIII - soils limited to use for recreation, wildlife habitat, water supply, or aesthetic purposes.

Source: U.S. Department of Agriculture, 1980

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SOIL CHARACTERISTICS IN INDIAN WELLS

FIGURE IIIA-7

Floodplain and Valley Floor

Floodplain and valley floor areas comprise the northern portions of the City. Native vegetation consists of creosote and mesquite. The soils in these areas have high blowsand hazard potential. These soils have a Capability Class of III, which means that there are severe limitations that reduce the choice of plants and/or require special conservation practices.

Mineral Resources

The California Surface Mining and Reclamation Act of 1975 (SMARA) was enacted to "assure mineral resource conservation and adequate mined land reclamation." SMARA mandates a two-phased mineral resource conservation process known as "classification-designation." The Department of Conservation's Division of Mines and Geology is responsible, under SMARA, for the classification phase of the classification-designation process. The State Mining and Geology Board does the designation phase. During the designation phase, the board may "designate" certain mineral resource deposits as being regionally significant to satisfy future needs. The classification information is used by lead agencies to develop and adopt mineral resource management policies. Policies are included in the General Plan to emphasize the conservation and management of identified mineral deposits.

Under SMARA, the Division of Mines and Geology has divided urbanizing areas into production-consumption regions to minimize the loss of regionally significant mineral deposits. Indian Wells is within the Palm Springs Production-Consumption region.

The classification process conducted by the Division of Mines and Geology under SMARA results in the establishment of mineral resource zones (MRZs). These zones are based on a geologic appraisal of the aggregate resource potential of the land and are classified as MRZ-1 through MRZ-4. As shown in Figure IIIA-8, there are two mineral resource zones in Indian Wells, MRZ-1 and MRZ-3.

MRZ-2 zones contain known significant mineral deposits or are judged to have a likelihood of containing significant deposits. MRZ-4 areas are those where available information is inadequate for assignment to any other zone. There are no MRZ-4 areas within the Palm Springs Production-Consumption region.

The northeastern portion of the City is in zone MRZ-1. This zone is an area where adequate information indicates that there are no significant mineral deposits present or where it is judged that there is little likelihood for their presence. The remaining areas of the City are within zone

MRZ-3. This zone is an area which contains mineral deposits, but their significance cannot be determined based on available data.

Air Quality

This portion of the Conservation and Open Space Element addresses air quality as it relates to the overall land use planning process. Air quality efforts are increasingly directed at the relationship between growth, land use, and development patterns. This section provides a summary of the regulatory background and existing air quality data used as the basis for the air quality-related goals and policies in the General Plan. The Existing Conditions Technical Report provides a more detailed inventory of the Federal, State, and local regulations and plans.

Jurisdictional Organization/Authority

The Environmental Protection Agency (EPA)

The Environmental Protection Agency (EPA) oversees air quality issues throughout the United States. The EPA sets and enforces the national standards for air pollutants and regulates emissions from aircraft and locomotives. The EPA also sets vehicle emission standards for states other than California.

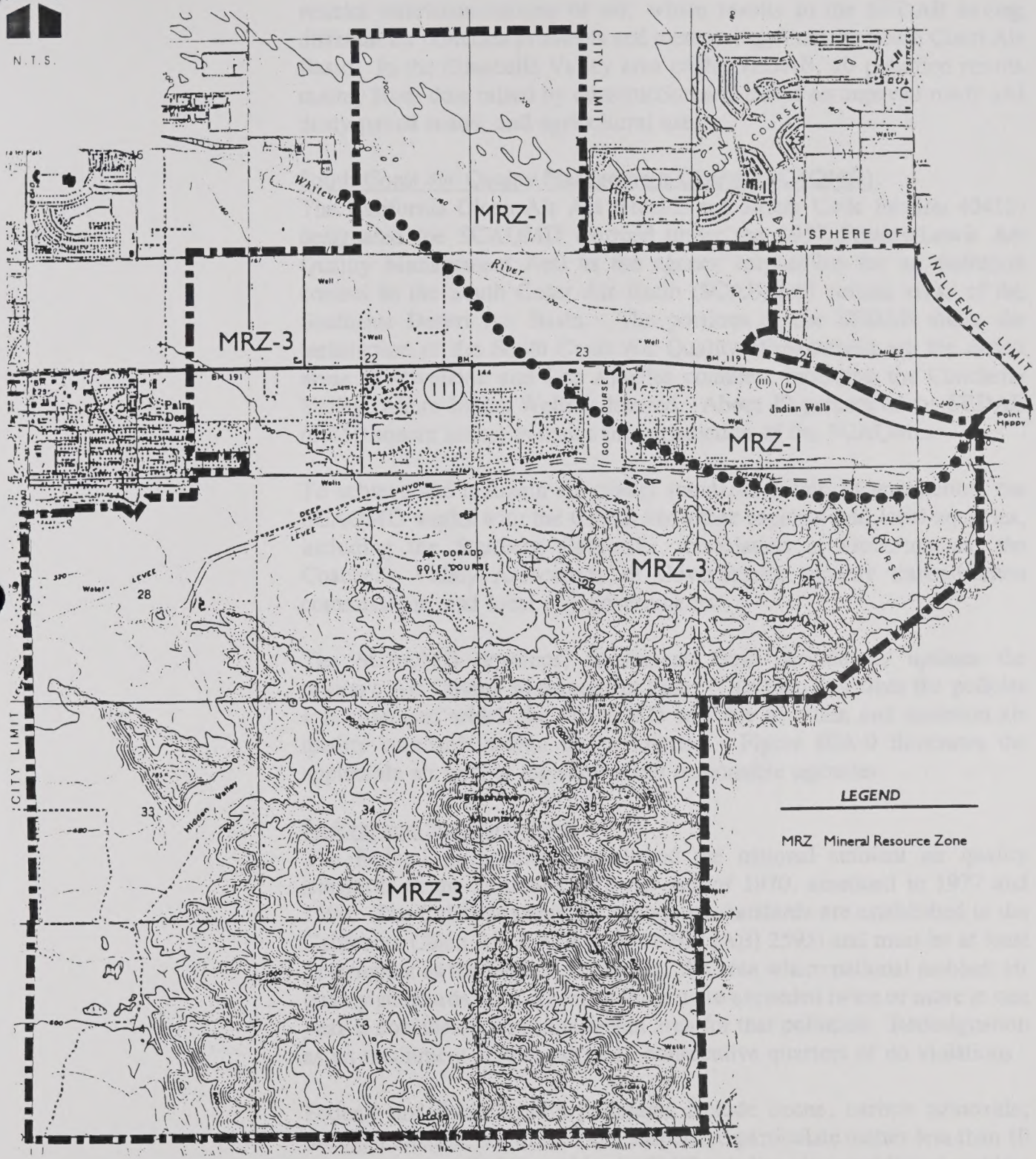
California Air Resources Board (CARB)

The CARB oversees both Federal and State programs within California and is responsible for ensuring implementation of the California Clean Air Act, the Federal Clean Air Act, and for regulating emissions from motor vehicles and consumer products. The CARB also sets fuel specifications to reduce vehicular emissions.

Southeast Desert Air Basin (SEDAB)

The California Air Resources Board (CARB) divides the State into 14 air basins for planning and regulatory purposes relating to attainment of State and Federal air quality standards. The City of Indian Wells is located within the Coachella Valley in the Riverside County portion of the Southeast Desert Air Basin (SEDAB).

Air basin boundaries are defined such that the areas within the basin all share similar air quality conditions and problems. The vast SEDAB is comprised of the desert areas of Riverside, San Bernardino, Los Angeles, and Kern counties, and all of Imperial County. The basin includes about 33,600 square miles and extends from the U.S./Mexico border to the northern boundary of San Bernardino County and from the California/Nevada border to the coastal mountain ranges.



Source: California Department of Conservation, 1988

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FIGURE IIIA-8

MINERAL LAND CLASSIFICATION

The SEDAB is separated from the large coastal population centers by mountain ranges. The mountains act as climatological barriers which restrict interbasin mixing of air, which results in the SEDAB having different air pollution problems and meteorology than the South Coast Air Basin. In the Coachella Valley area of the SEDAB, air pollution results mainly from dust raised by construction and travel on unpaved roads and dusty paved roads, and agricultural uses.

South Coast Air Quality Management District (SCAQMD)

The California Clean Air Act (Health and Safety Code Section 40412) designated the SCAQMD (formed under the 1977 Presley-Lewis Air Quality Management Act) as the agency responsible for air pollution control in the South Coast Air Basin (SCAB) and certain areas of the Southeast Desert Air Basin. The portions of the SEDAB under the jurisdiction of the South Coast Air Quality Management are the desert areas of Riverside and Los Angeles counties, including the Coachella Valley, where Indian Wells is located. About 20 percent of the SEDAB (6,750 square miles) is under the jurisdiction of the SCAQMD.

To achieve and maintain air quality standards within its jurisdiction, the SCAQMD works with the CARB and other regional and local agencies, including the Southern California Association of Governments, the Coachella Valley Association of Governments, county transportation commissions, and local city governments.

The SCAQMD develops, implements, and periodically updates the region's Air Quality Management Plan. This plan describes the policies and strategies which the SCAQMD will use to attain and maintain air quality standards within its jurisdiction. Figure IIIA-9 illustrates the applicable air quality legislation and responsible agencies.

Federal and State Standards

The Federal government established the national ambient air quality standards in the Federal Clean Air Act of 1970, amended in 1977 and 1990. The California ambient air quality standards are established in the California Clean Air Act (Assembly Bill [AB] 2595) and must be at least as stringent as the Federal standards. An area where national ambient air quality standards for a criteria pollutant are exceeded twice or more in one year is considered a nonattainment area for that pollutant. Redesignation as an attainment area requires 12 consecutive quarters of no violations.

Federal and State criteria pollutants include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended particulate matter less than 10 microns in size (PM_{10}), and lead. California has also established ambient air quality standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

Toxic Air Contaminants

Toxic air contaminants are a large, diverse group of pollutants which generally originate from stationary sources. In general, their effects tend to be more local in character than the effects of the criteria pollutants.

The Federal government regulates toxic air contaminants through the National Emissions Standards for Hazardous Air Pollutants (NESHAPs) (Section 112 of the Federal Clean Air Act). Under the NESHAPs program, the EPA sets emissions standards for toxic air contaminants.

Applicable Air Quality Plans

The Air Quality Management Plan (AQMP), updated in July, 1991, is the SCAQMD's plan for attaining and maintaining State and Federal air quality standards within the SCAB and the portions of the SEDAB under its jurisdiction. To assess consistency with the AQMP, the SCAQMD identifies two key issues to consider:

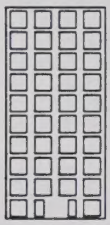
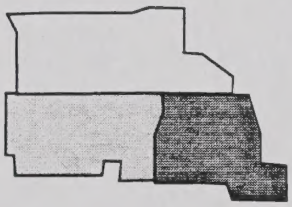
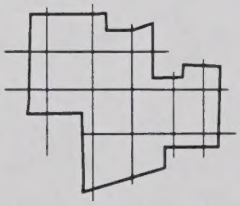
- Will the project result in an increase in frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?

- Will the project exceed the assumptions in the AQMP in 2010 or increments based on the year of project buildout and phase?

Since ambient air quality standards for particulates are regularly exceeded in the SEDAB due to fugitive dust emissions, the SCAQMD also adopted the Coachella Valley State Implementation Plan for PM_{10}. Implementation of the control measures contained in this plan are expected to bring the Coachella Valley into compliance with the Federal ambient air quality standards for PM_{10} by the year 1995.

The control measures include:

- Using soil stabilizers to treat areas adjacent to roadways;
- Erecting snow fence windbreaks;
- Planting vegetative and tree windbreaks;
- Removing accumulated dirt from streets;
- Treating unpaved roads with chemical stabilizers;
- Covering loaded trucks; and
- Prohibiting grading on windy days.

LEVEL	LEGISLATION	RESPONSIBLE AGENCIES
FEDERAL 	Clean Air Act (CAA)	Environmental Protection Agency (EPA)
STATE 	California Clean Air Act (CAA)	California EPA (CalEPA) and Air Resources Board (ARB)
	AB 1807, Air Toxic Contaminants Act	Office of Environmental and Health Hazard Assessments (OEHHA)
	California Environmental Quality Act (CEQA)	Air Resources Board (ARB)
REGIONAL 	California Environmental Quality Act (CEQA)	South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG)
	Presley-Lewis Air Quality Management Act	SCAQMD
LOCAL 	California Environmental Quality Act (CEQA)	Public Agencies Including: Local Governments and County Transportation Commissions

urce: The Lightfoot Planning Group, 1996

FIGURE IIIA-9

AIR QUALITY LEGISLATION AND RESPONSIBLE AGENCIES

Regional Climate

The Coachella Valley area of the SEDAB is part of the low desert area of southern California. The basin is influenced by a moderately intense system of winds that rotate clockwise around a center of high atmospheric pressure over Utah. Prevailing winds in the desert are predominantly from the northwest. In localized areas, winds can also be influenced by the presence of mountains, such as in Indian Wells, where winds can flow upslope during the day and downslope at night. Winds can be strong in desert areas due to the low resistance offered by the sparse vegetation and the convective activity resulting from the rapid heating of air near the earth's surface, which help to disperse air pollutants. However, in the winter, the rapid cooling of air near the earth's surface during the nighttime can slow the convective activity and result in calm periods.

Temperature inversions can also influence the dispersion of pollutants. Temperature inversions are reversals of the normal decrease of air temperature occurring above the earth. These inversions can trap air pollutants close to the land surface and limit their dispersion. When a subsidence inversion exists over the basin, the height of the basin is about 6,000 to 8,000 feet. There is a low frequency of these types of inversions in all seasons. However, nighttime inversions, caused by radiational cooling of the land, are common. These inversions are usually destroyed early in the day in summer due to rapid heating of the land. In winter, these nighttime inversions persist longer and can limit pollutant dispersion.

On average, about 20-30 frontal systems move into the northern part of the basin each winter, but most weaken as they move south. Precipitation in the basin averages only two to five inches per year and is associated with these winter storm activities.

The basin is protected from Canadian cold fronts, which flow down the coast from the Alaskan gulf, by the mountain ranges to the west and north. The climate is characterized by hot, dry summers and relatively mild winters. Relative humidity is very low and average temperatures in nearby Indio range from 54 degrees Fahrenheit in January to 92 degrees Fahrenheit in July. According to the National Climatic Center, the annual average temperature is 73 degrees Fahrenheit.

Existing Air Quality

The SCAB and the portions of the SEDAB under the SCAQMD are divided into 32 source/receptor areas (SRAs). The concentrations of pollutants are measured at 34 monitoring stations within these source/receptor areas. The General Plan Area is within Source/Receptor Area 30. The nearest monitoring station in Area 30 is the station at Palm Springs, about 12 miles from Indian Wells. The Palm Springs station monitors ozone, carbon monoxide, nitrogen dioxide, and particulates. The

nearest station in the SEDAB which monitors sulfur dioxide is on Olive Street in Hesperia in San Bernardino County, about 80 miles from Indian Wells. The nearest station which monitors lead is in Riverside, in the South Coast Air Basin.

Figure IIIA-10 summarizes the number of days in 1988 through 1992 (most current data available) which exceeded air quality standards at the Palm Springs and Hesperia monitoring stations. The basin is classified as an attainment area for all pollutants except ozone and PM_{10}.

Ozone

At the Palm Springs station, the Federal ozone standard was exceeded on 21 days and the State standard was exceeded on 69 days in 1992. Since 1989, the number of days over the Federal standard has decreased from 37 to 21. Air pollutants transported from adjoining basins contributed to the nonattainment of ozone standards in the SEDAB. The CARB has determined that the SEDAB is a receptor of transported pollution from both the South Coast Air Basin and the San Joaquin Valley Air Basin.

Carbon Monoxide

Motor vehicles are the main source of carbon monoxide. State and Federal carbon monoxide standards at the Palm Springs monitoring station were not exceeded during the past five years.

Particulates

This standard measures particulates in the respirable range (10 microns or less) and is reported as a 24-hour average and as an annual measure. The maximum 24-hour average PM_{10} level at the Palm Springs station in 1992 was 117 percent of the Federal standard and 350 percent of the State standard. Particulate matter emissions in the SEDAB are the result of fugitive dust emissions from construction and agricultural activities, and high winds.

Nitrogen Dioxide and Sulfur Dioxide

The nitrogen dioxide and sulfur dioxide levels at the Palm Springs station were well below the State and Federal standards during the past five years.

Lead

Due to the use of reformulated gasolines and paints, neither the State nor Federal standards for lead have been exceeded in the SEDAB since 1977.

Pollutant	Year 1988	1989	1990	1991	1992
Palm Springs Station					
Ozone					
Federal 1-hour standard (0.12 ppm)	35	37	27	22	21
State 1-hour standard (0.09 ppm)	99	108	73	72	69
Carbon monoxide					
Federal 8-hour average (> 9 ppm)	0	0	0	0	0*
State 8-hour average (9 ppm)	0	0	0	0	0*
State 1-hour average (20 ppm)	0	0	0	0	0*
Nitrogen dioxide					
Federal annual average (0.053 ppm)	.022	.024	.021	.021	.021*
State 1-hour standard (0.25 ppm)	0	0	0	0	0*
Suspended 10-micron particulate matter (PM-10)					
Federal 24-hour average (150 $\mu g/m^3$)†	0	2/60	0	1/56	1/60
Federal annual arithmetic mean (50 $\mu g/m^3$)	31.0*	44.6	34.5	42.9	29.6
State 24-hour average (50 $\mu g/m^3$)†	8/51	17/60	9/59	14/56	4/60
State annual geometric mean (30 $\mu g/m^3$)	25.4*	35.8	30.5	36.6	24.3
Hesperia Station					
Sulfur dioxide					
Federal annual average (0.03 ppm)	.001	.001	.004	.003	
State 1-hour average (0.25 ppm)	0	0	0	0	
State 24-hour average (0.04 ppm)	0	0	0	0	

ppm - parts per million
$\mu g/m^3$ - micrograms per cubic meter

*An insufficient number of valid data points were collected to meet EPA and/or CARB representative criteria.
†Number of days over standard/number of days data collected.

urce: SCAQMD 1988, 1989, 1990, 1991, 1992

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FIGURE IIIA-10

DAYS OVER AIR QUALITY STANDARDS AT REGIONAL MONITORING STATIONS

Existing Sources of Emissions in Indian Wells

There are no industrial land uses and only limited commercial areas within the City of Indian Wells. The commercial areas contain a supermarket, restaurants, banks, and offices. The only stationary sources of emissions are natural gas consumption. Emissions due to power consumption within the City originate from power plants outside the City and the Coachella Valley. The primary sources of air pollutant emissions within the City are motor vehicles. Therefore, Indian Wells is not considered to generate significant air quality impacts to the region.

Conservation and Open Space Plan

The Open Space and Recreation Plan diagram is illustrated as Figure IIIA-11, and shows the open space and recreational opportunities currently and potentially available to the residents of Indian Wells. The Plan includes conservation measures that protect the scenic and natural resources of the area in accordance with the Goals and Policies of this Element.

The open space resources in the City of Indian Wells play an important part in the lives of the residents. Indian Wells has a unique scenic environmental character because of the location of the City near the Santa Rosa Mountains.

The City has outstanding access to the natural resources, trail systems and the open space and extensive landscape buffer areas adjacent to Highway 111. Additionally, the open spaces created by the country clubs and golf courses create an attractive, quality image and character for the City.

Components of the Open Space System

The open space system for Indian Wells is organized into the following components.

1 Natural Open Space Resources;
2. Golf Course and Recreational Open Spaces;
3. Parks and Recreation Areas; and
4. Open Space Corridors.

Natural Open Space Resources

Much of the unique environmental character of Indian Wells is shaped by the natural open space resources adjacent to the community. The Santa Rosa Mountains, Big Horn Sheep Preserve, and The Living Desert are integral to the value and uniqueness of the City.

The primary goal of this plan is to preserve and protect these unique natural resources. Hiking trails may be permitted, but only if there are

minimal intrusions to the natural character of the area. The City should continue its active support and leadership role in the Coachella Valley Mountain Conservancy.

Besides the local mountains, the natural open space resources include the watercourses and drainageways extending through the City including the Whitewater River flood control channel and the Deep Canyon flood control channel.

Golf Course and other Recreational Open Spaces

The Golf Course designation includes the public and private golf courses of the community. Presently, The Golf Resort at Indian Wells is the only public golf course in the City. The other golf courses are restricted to members and their guests.

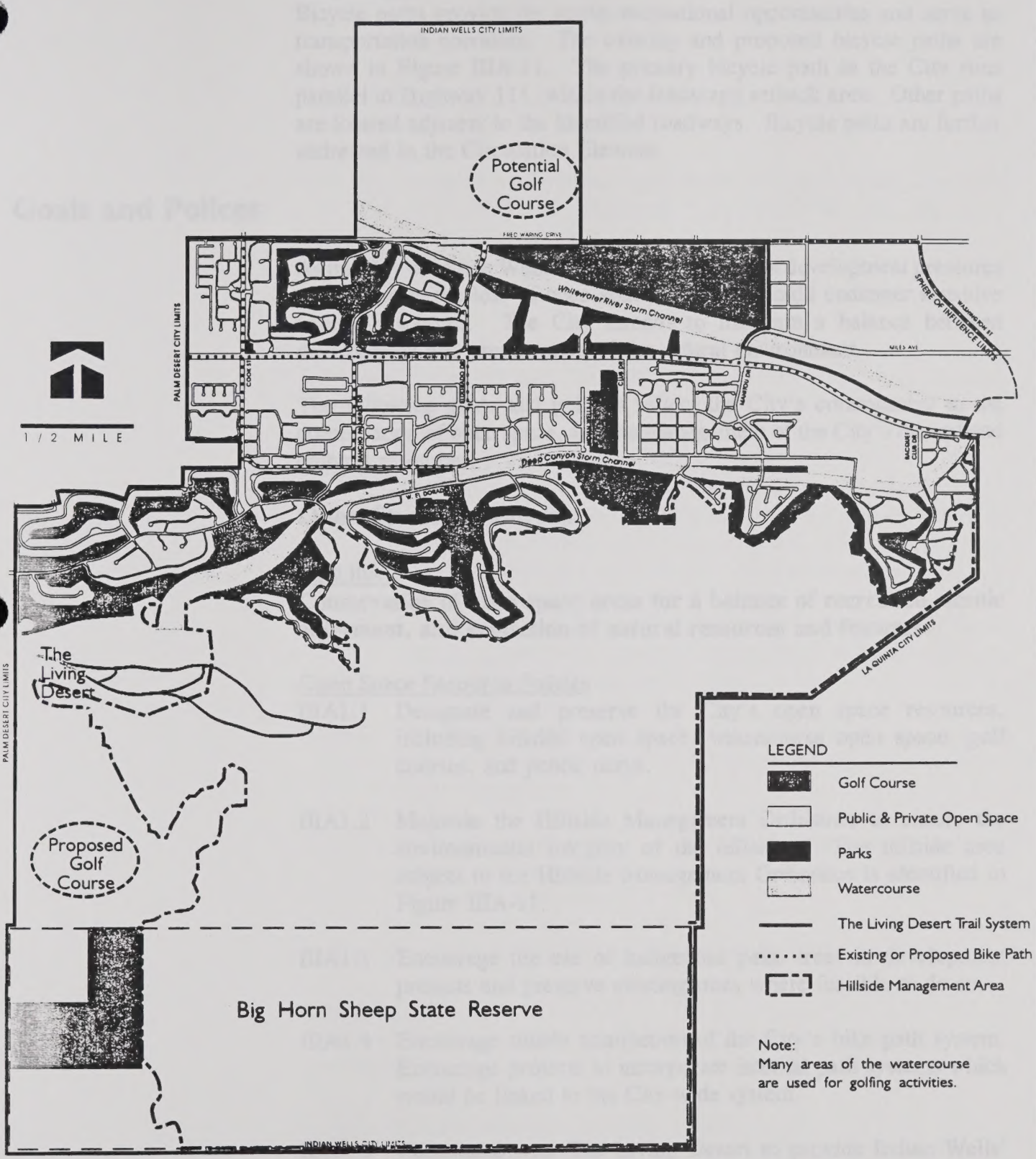
The City will implement procedures and requirements to assure proper parking and access and other planning considerations if private facilities are proposed to be opened for use by the general public. Other recreational areas include swimming pools, tennis courts, and similar facilities.

Parks and Recreation

There is presently a minimal need for active parks and recreational areas. However, if this would change in the future, new development is required to dedicate land for parks and recreational areas (three acres per thousand residents or five acres per thousand residents including private open space). The Plan provides an opportunity for the City to provide additional public park areas if needed by residents in the future. The City presently owns property on the south side of Highway 111 near Eldorado Drive, which could be used for recreational uses or other public facilities

Open Space Corridors

Open Space Corridors are linear areas of open space along lands such as streets, easements, floodplains, and hillside areas. These linkages form trails and open space systems that connect parkland or are adjacent to natural open space areas. These areas provide attractive visual character to the community as well as physical connections between the various portions of the City. The right-of-way adjacent to Highway 111 is an excellent example of a unifying open space linkage. Other examples may include golf cart paths and easements along the natural drainage courses.



Source: The Lightfoot Planning Group, 1996

FIGURE IIIA-11

OPEN SPACE AND RECREATION PLAN

Bicycle Paths

Bicycle paths provide for active recreational opportunities and serve as transportation corridors. The existing and proposed bicycle paths are shown in Figure IIIA-11. The primary bicycle path in the City runs parallel to Highway 111, within the landscape setback area. Other paths are located adjacent to the identified roadways. Bicycle paths are further addressed in the Circulation Element.

Goals and Polices

As the City of Indian Wells continues to grow, new development pressures may result in the loss of open space lands and could endanger sensitive natural resources. The City intends to maintain a balance between development and preservation of the natural environment.

The following goals and policies reflect the City's commitment to the conservation of open space, and the management of the City's natural and cultural resources.

Open Space Resources

Goal IIIA1

Conservation of open space areas for a balance of recreation, scenic enjoyment, and protection of natural resources and features.

Open Space Resource Policies

IIIA1.1 Designate and preserve the City's open space resources, including hillside open space, watercourse open space, golf courses, and public parks.

IIIA1.2 Maintain the Hillside Management Ordinance to ensure the environmental integrity of the hillsides. The hillside area subject to the Hillside Management Ordinance is identified in Figure IIIA-11.

IIIA1.3 Encourage the use of indigenous palm trees in development projects and preserve existing trees where feasible to do so.

IIIA1.4 Encourage timely completion of the City's bike path system. Encourage projects to incorporate internal path systems which would be linked to the City-wide system.

IIIA1.5 Coordinate with The Living Desert to provide Indian Wells' residents with improved access to the reserve's nature walks and hiking trails.

IIIA1.6 Locate and site development to preserve public and private views of hillside areas, the Santa Rosa Mountains, and other scenic vistas.

IIIA1.7 Preserve the landscaped open space corridor along Highway 111.

IIIA1.8 Establish and maintain greenbelts and open space amenities which enhance the open space character of the City, and serve the needs of residents.

Parks and Recreation

Goal IIIA2

Provision of parks and recreation areas that meet the varying recreational needs of the City's residents.

Parks and Recreation Policies

IIIA2.1 Require developers to dedicate land based upon the park acreage standard of up to five acres per one thousand population or, at the City Council's discretion, the payment of fees in-lieu of the dedication of land in accordance with the Municipal Code.

IIIA2.2 Consider public safety and compatibility with adjacent uses in park design and development including the location of buildings, activity areas, lighting, and parking.

IIIA2.3 Consider linkages of open spaces and recreational areas to adjacent developments or publicly owned open space areas where appropriate.

IIIA2.4 Promote recreational opportunities for the residents by providing needed facilities within the City or through cooperation with adjoining jurisdictions.

Cultural and Paleontological Resources

Goal IIIA3

Preservation of significant historical, cultural, and paleontological resources.

Cultural and Paleontological Resource Policies

IIIA3.1 Review all public and private development projects in areas of high potential for archaeological/paleontological resources and require strict adherence to CEQA guidelines for environmental documentation and mitigation measures.

IIIA3.2 Require sites proposed for future development to be evaluated for archaeological and paleontological resources either through a literature search or survey by a certified archaeologist or paleontologist in accordance with the California Environmental Quality Act (CEQA).

Biological Resources

Goal IIIA4

Conservation of important biological habitats and protection of significant plant and animal species.

Biological Resources Policies

IIIA4.1 Direct development away from areas of sensitive biological habitat, unless effective mitigation measures can be implemented. Prior to the approval of any development proposed in areas of "high ecological sensitivity," require the applicant to prepare a biological study for the area.

IIIA4.2 Require development proposals to identify significant biological resources and provide mitigation including the use of adequate buffering, selective preservation, the provision of replacement habitats, the use of sensitive site planning techniques and other appropriate measures.

IIIA4.3 Encourage the preservation of areas of riparian vegetation and wildlife habitat along the Whitewater River and Deep Canyon storm channels. Notify the State Department of Fish and Game of any proposed alteration to the floodway or riparian habitat.

IIIA4.4 Support the preservation of wildlife preserves in the area, including The Living Desert reserve, the Philip L. Boyd Deep Canyon Research Center, the State Bighorn Sheep Reserve, and the Fringed-Toed Lizard preserve.

IIIA4.5 Require development within the Fringe-Toed Lizard Habitat Conservation Plan boundary to pay an approved fee to be used for the purchase of a refuge for this endangered species.

IIIA4.6 Work with State and regional agencies to preserve and enhance significant biological resources on publicly owned lands.

IIIA4.7 Maintain a current inventory of existing natural resources in the City.

Water Resources

Goal IIIA5

Conservation and protection of surface waters, groundwater, and imported water resources.

Water Resources Policies

IIIA5.1 Conserve water resources in the City through use of native and water-efficient landscaping, use of tertiary-treated water for landscaping and irrigation when available, and installation of water conservation devices in new development and in irrigation systems.

IIIA5.2 Encourage the use of water-efficient landscape materials in new development.

IIIA5.3 Encourage water-intensive land uses, such as golf courses, to utilize treated effluent for landscaping and irrigation needs.

IIIA5.4 Minimize soil erosion through conservation of native vegetation, use of permeable ground materials, and careful regulation of grading practices.

IIIA5.5 Institute floodplain management techniques, when feasible, such as linear parks, golf courses, and/or open space preservation in lieu of channelization, in conjunction with the preservation of habitat areas as stated in Policy IIIA4.3.

IIIA5.6 Actively participate in regional activities to assure the effective management of water resources.

Air Quality

Goal IIIA6

Preservation and improvement of air quality through proper land use and transportation planning.

Air Quality Policies

IIIA6.1 Encourage local efforts to improve air quality, including consideration of a comprehensive ridesharing program, and dust control measures, and coordinate with the South Coast Air Basin in implementing strategies proposed in the Air Quality Management Plan to improve regional air quality.

IIIA6.2 Participate in air quality improvement efforts in the Riverside County area.

IIIA6.3 Encourage the use of non-motorized transportation in the City by maintaining a system of bicycle routes and pedestrian walkways.

IIIA6.4 Maintain an orderly flow of traffic and improve mobility through the use of effective transportation systems management techniques.

Energy Conservation

Goal IIIA7

Conservation of energy resources through the use of available technology and conservation practices.

Energy Conservation Policies

IIIA7.1 Encourage the use of site planning techniques, building orientation, and building designs that reduce energy use.

IIIA7.2 Encourage energy conservation by incorporating into City codes, when feasible, planning and building standards which minimize consumption of non-renewable resources, such as natural gas and fossil fuels.

IIIA7.3 Encourage the use of active or passive solar design whenever feasible. Permit the use of solar panels to maximize energy efficiency provided the panels are screened from public view in accordance with the City's design guidelines.

IIIA7.4 Work with Southern California Edison and the Imperial Irrigation District to develop and implement programs to reduce electrical demand in residential and commercial developments.

IIIA7.5 Promote the reduction of waste and efficient recycling of reusable materials.

IIIA7.6 Coordinate with the Riverside County Waste Management Department and the Coachella Valley Association of Governments (CVAG) to achieve the objectives of the Source Reduction and Recycling Elements and the Household Hazardous Waste Elements adopted by the County of Riverside.

IIIA7.7 Cooperate with the City-identified waste hauler to provide for economical and environmentally safe collection, transfer, and related waste management services.

IIIA7.8 Support regional programs to reduce litter, blight, and household hazardous waste in the City.

IIIA7.9 Support economically viable recycling programs to reduce solid waste generation, such as recycling landscape waste into compost for reuse as fertilizer, and home pick-up for recyclable materials.

Implementation of the Conservation and Open Space Element

The Conservation and Open Space Element is a policy document that requires the ongoing effort of numerous agencies and the community to implement. The most critical action the City should take is to continue to monitor and review development proposals to assure that the potential impacts on the natural environment are minimized.

Regional Coordination: The City should provide regional leadership and coordination of efforts by County, Federal, and State agencies with respect to:

- Water Resources;
- Air Quality;
- Regional Trail Systems; and
- The Coachella Valley Mountains Conservancy.

Continued Community Involvement: The preparation of the General Plan has included extensive involvement from the residents of Indian Wells. Citizen involvement should not end upon the adoption of the Plan. While the elected officials have the primary responsibility to implement the General Plan, the residents are the City's most important General Plan resource.

Benefit Assessment Districts: Benefit assessment districts are typically utilized for special improvements that benefit the City and affected property owners (see definition in Chapter V).

Land Acquisition: The City, using the General Fund or Redevelopment funds, could consider the direct purchase of property for the implementation of the open space systems. These areas could be acquired in addition to those areas which are acquired through setback easements and land dedication as a part of the development process.

Land Dedication Ordinance: The City's land dedication requirements provide for new developments to dedicate three (3) acres of land per thousand residents for public open space and parks and recreation areas,

and two (2) acres of land per thousand residents for private park uses. The City can effectively use this requirement to obtain land or cash in lieu of land to optimize its open space system. The City should not accept unusable land remnants or land that is inappropriately located.

Density Transfers: The Density Transfer concept involves the clustering of dwelling units within a development project area at higher densities thereby leaving portions of the property as common open space. Through this process of concentrating development at higher densities, larger areas of open space can be preserved. In addition, a variety of housing types can be accommodated without increasing the overall density of the development.

Indian Wells derives its unique character from the open spaces that exist within the City and the surrounding mountain region. The Conservation and Open Space Element of the General Plan sets forth the direction, commitment and the policies to assure that the natural resources of the community will be preserved for future generations.

INDIAN WELLS GENERAL PLAN

Chapter IV: Public Safety

IVA. COMMUNITY SAFETY

Introduction and Authority

In 1975, the State Legislature adopted SB 271, making the safety element a mandatory part of the general plan. When the requirement was enacted in 1976, cities had to adopt general plan policies relating to fire, safety, flooding, and geologic hazards. In 1985, the Legislature expanded the list to include seismic safety. By doing this, the seismic safety element was deleted from the list of mandatory elements.

The Community Safety Element aims at reducing death, injuries, property damage, and the economic and social dislocation resulting from natural and man-induced hazards. While it focuses on fire, flooding, geologic, and seismic hazards, it also addresses other locally relevant safety issues such as blowsand and waste management.

California Government Code Section 65302(g) contains the codified safety element requirements. The section states a safety element shall include policies directed toward:

> "...the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wildland and urban fires."

The Community Safety Element is the primary vehicle for relating local safety planning to Indian Wells' land use decisions. Because of this, consistency among the Land Use, Housing, and Circulation Elements is vitally important.

Organization of the Element

A summary of existing conditions is provided, including regulatory requirements for each topic addressed in the Element. The topics include fire, seismic, blowsand, and flood hazards, along with hazardous materials and emergency preparedness. The City goals and policies for the attainment of a safe community are followed by the means of implementation.

Summary of Existing Conditions

Indian Wells is a relatively safe community. Dam failures, tsunamis, and seiches are not an issue in Indian Wells. The City is, however, affected by other significant safety concerns, such as earthquakes and flooding, as well as the more locally focused issues of blowsand and hazardous waste. This section discusses the existing safety issues in Indian Wells. The information is summarized from the General Plan Existing Conditions Technical Report, dated April, 1994.

Fire Hazards

The City of Indian Wells is located within a desert environment with sparse vegetation. The mountainous areas in the southern part of the City consist primarily of rock outcroppings, with very little vegetative fuel to feed a wildfire. The County of Riverside publishes a "hazardous high fire areas map," which is periodically updated. This map delineates areas susceptible to wildland fires. Riverside County's hazardous high fire area map (1987) does not identify any areas within Indian Wells subject to wildland fires.

Urban fires are more of a concern in Indian Wells. All construction is regulated by the Uniform Building Code (UBC) and zoning requirements that specify materials, occupancy levels, and setbacks for new buildings. The Cove Communities Services Commission provides fire protection services to Indian Wells. Station No. 55 is located in the Civic Center Complex and has a city-wide response time of 2 to 4 minutes, which is well below the national standard of 5 minutes. Fire flow (water pressure and volume available at hydrants) is also adequate, as determined by the Riverside County Fire Department (RCFD). The RCFD requires 3,000 gallons per minute (gpm) for commercial and 1,500 gpm for residential peak water flows.

The Coachella Valley Association of Governments' Public Safety Committee commissioned a study in 1991 that reviewed the potential consolidation of fire services within the Coachella Valley. The objective of the analysis was to examine ways in which the fire departments in the

valley might coordinate their activities in order to meet increasing demands for service, improve operational effectiveness, and control service costs. The review indicated that the departments are well managed and are providing a high level of fire and emergency medical care.

Seismic Hazards

Earthquakes are vibrations of the earth produced by the rapid release of energy. Movements during earthquakes are frequently associated with large fractures in the earth called faults. Movements along faults can be horizontal and/or vertical. Horizontally moving faults, such as the San Andreas, are called strike-slip faults. The assessment of the hazard from an active or potentially active fault depends on the activity of the fault and its capability of generating a damaging earthquake. The severity of an earthquake is commonly expressed by the Richter magnitude scale. Each whole number step up the Richter scale represents an increase of 10 times. Thus, the amplitude of an 8.0 magnitude earthquake is 10,000 times as powerful as the amplitude of a 4.0 earthquake. Regional faults are shown in Figure IVA-1. Several State and local regulations exist to define areas of seismic hazards. These regulations are described below.

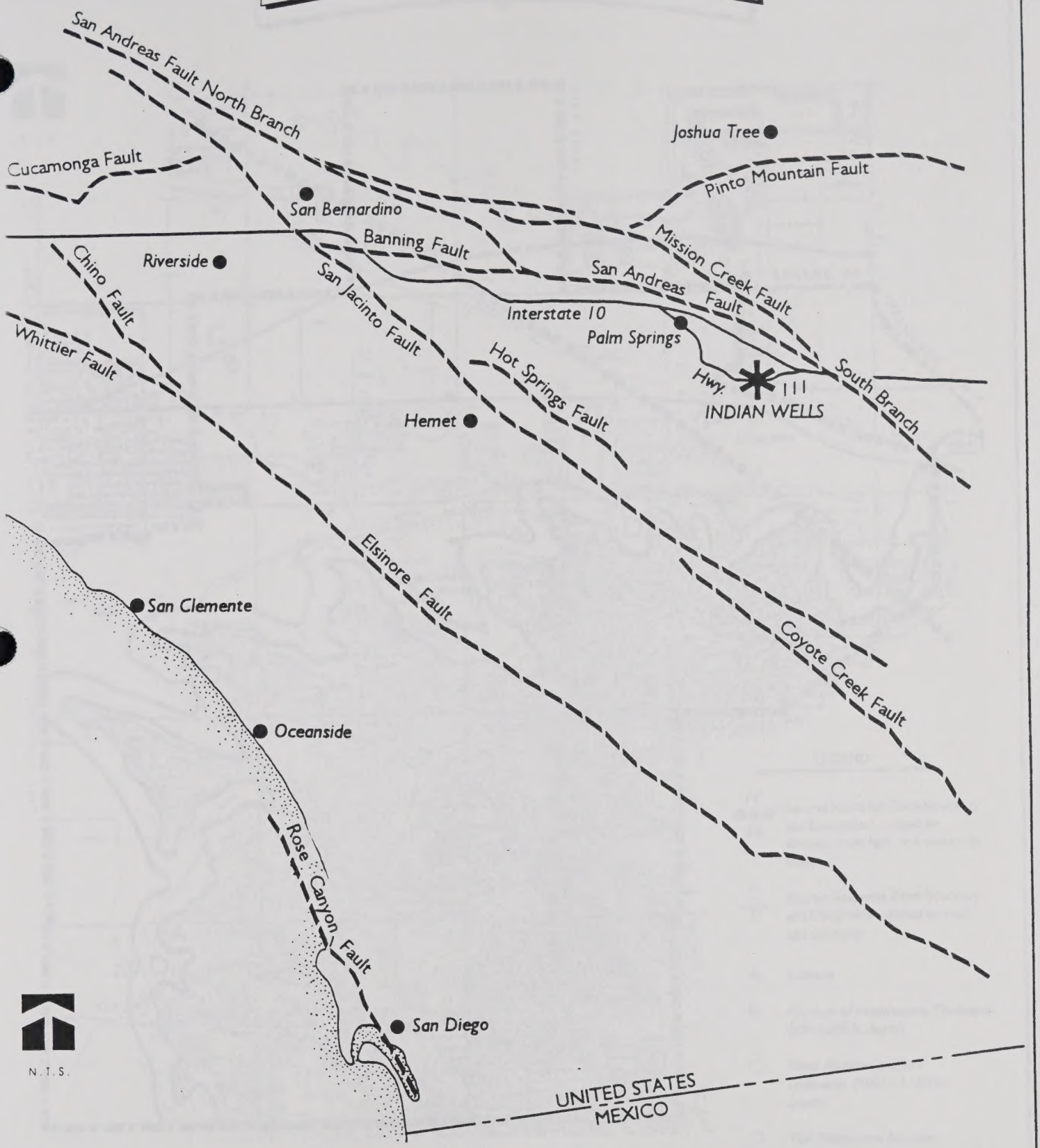
The County of Riverside has developed a "seismic-geologic map" which identifies earthquake faults, Earthquake Fault Zoning Act special study zones, ground shaking zones (Zones I-V), areas of liquefaction potential, and areas of potential subsidence. This map is periodically reviewed and updated by the County.

Earthquake Fault Zoning Act

The Earthquake Fault Zoning Act requires the State Geologist to establish special study zones to encompass all potentially and recently active traces of the San Andreas, Calaveras, Hayward, and San Jacinto faults. Active faults are faults which have had surface displacement within the last 11,000 years and potentially active faults are faults which show evidence of surface displacement during the last 1.6 million years. There are no special study zones within the boundaries of Indian Wells, nor the sphere of influence.

Groundshaking Zones

Seismic response zones are defined based on the motion that can be anticipated as a result of earthquakes on the principal fault systems in a region. Seismic response zones I-V, shown, on Figure IVA-2, are derived based on distance from the source of an earthquake. Zone V is the zone most susceptible to groundshaking.



Source: California Department of Mines and Geology, 1994

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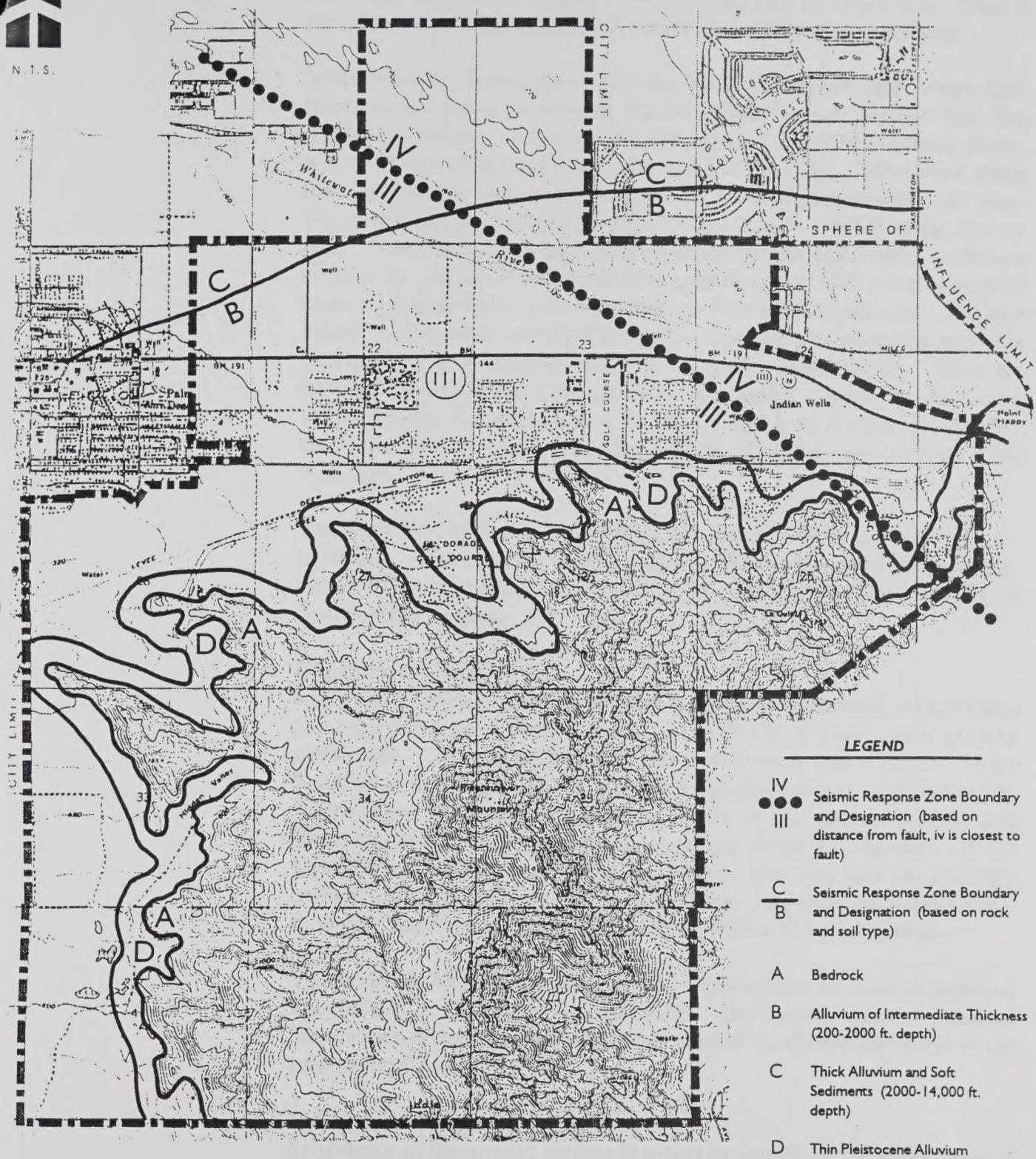
FIGURE IVA-1

REGIONAL FAULTS



Source: County of Riverside, 1974, 1988

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FIGURE IVA-2

SEISMIC RESPONSE ZONES

The County also classifies seismic response zones based on the geographic conditions of an area. These zones are identified as Zones A-E. Zone E contains recent alluvium, which reacts strongly to groundshaking.

Groundshaking due to activity on the San Andreas and San Jacinto fault zones is the principal seismic hazard within Indian Wells. The San Andreas fault zone, which includes the Mission Creek and Banning faults, is located approximately four miles north of the City. Movement along the San Andreas fault is estimated to be about six centimeters per year. The maximum probable earthquake for this fault is 7.5-8.0 on the Richter scale. The San Jacinto fault zone is located about eight miles southwest of the City. Most of the recent earthquakes (since 1912) of moderate to large magnitude have occurred along the San Jacinto fault zone. The San Jacinto fault zone is estimated to be able to generate a maximum probable earthquake with a magnitude of 7.0-7.5 on the Richter scale. There are no major faults located within the City boundaries. However, the City is within Seismic Response Zones III and IV based on distance from active faults, and Seismic Response Zones A, B, C, and D based on soils and rock type.

The State of California has established stringent seismic standards for buildings. These standards are contained in the State's Building Code. Indian Wells requires compliance with the State's Building Code for all development projects.

Liquefaction Potential

Liquefaction involves a sudden loss of strength in a saturated, cohesionless soil (typically sand) which is the result of shock or strain, such as in an earthquake. This shock causes the soil to behave like a liquid. If the liquefied soils are near the surface, buildings may substantially sink or tilt. Lightweight structures may float upwards to the ground surface and foundations may displace laterally, causing structural failures. If the liquefied soils are located in the subsurface, this may provide a sliding surface for material above the liquefied layer. Liquefaction is most likely to occur where groundwater is less than 30 feet from the surface.

The Riverside County seismic-geologic map identifies no areas of potential liquefaction in the City of Indian Wells. The nearest areas of potential liquefaction encompass the eastern portions of La Quinta and Indio to the east of the City.

Subsidence Potential

Subsidence of the ground surface is generally caused by the withdrawal of groundwater from an area, which may occur due to ground movements generated by an earthquake. The Riverside County seismic-geologic map

identifies no areas of potential subsidence in the City of Indian Wells. The nearest area of potential subsidence is located east of La Quinta.

Landslides

Another hazard associated with earthquakes is landslides. A strong earthquake could trigger landslides on steep slopes. Landslides are not likely to occur in Indian Wells since the areas of steep slopes, located in the southern part of the City, are primarily composed of strong bedrock. However, rockfall hazards can occur in the mountains and foothills during a strong earthquake.

Blowsand Hazards

The combination of high winds and sandy, sparsely vegetated soils characteristic of desert areas can create blowsand hazards. Disturbance of soil crust through human activities such as grading and alteration of drainage patterns can contribute to an increase in blowsand hazards. Blowsand hazards impact human health by creating high levels of airborne particulate matter. Blowsand also reduces visibility and can increase the incidence of vehicular accidents. Property damage occurs when blowsand erodes painted surfaces and glass.

According to the County of Riverside's seismic-geologic map (1988), the areas of highest hazard are located in the extreme northern portions of the City, primarily consisting of the vacant property north of Fred Waring Drive and the sphere of influence. However, all areas of Indian Wells could be affected by blowsand. Blowsand hazards can be reduced through construction of walls and fences, planting of vegetation, and use of soil stabilizers and watering techniques during soil-disturbing activities.

The City's Municipal Code (Chapter 8.20) Ordinance Number 313 requires that an applicant for a grading or demolition permit must first obtain an approved Fugitive Dust Mitigation Plan. This plan must include all reasonably available control measures such that fugitive dust emissions are in compliance with South Coast Air Quality Management District Rule 403. Control measures at a construction or demolition site can include use of soil stabilizers or watering, erection of wind fences, covering soil stockpiles, and revegetation of disturbed surfaces.

Flood Hazards

The desert region around Indian Wells is subject to intense storms which result in substantial runoff and flash flooding. As shown in Figure IVA-3, two major flood control channels exist in Indian Wells which confine and direct stormwater runoff. The Whitewater River flood control channel

runs west to east through the City, north of Highway 111. This channel carries stormwater runoff which originates in western Coachella Valley.

The Deep Canyon flood control channel runs west to east, just south of Fairway Drive and Iroquois Drive. This channel collects runoff from the mountains in the southern part of the City. There are no dams that, if they failed, would cause damage to Indian Wells.

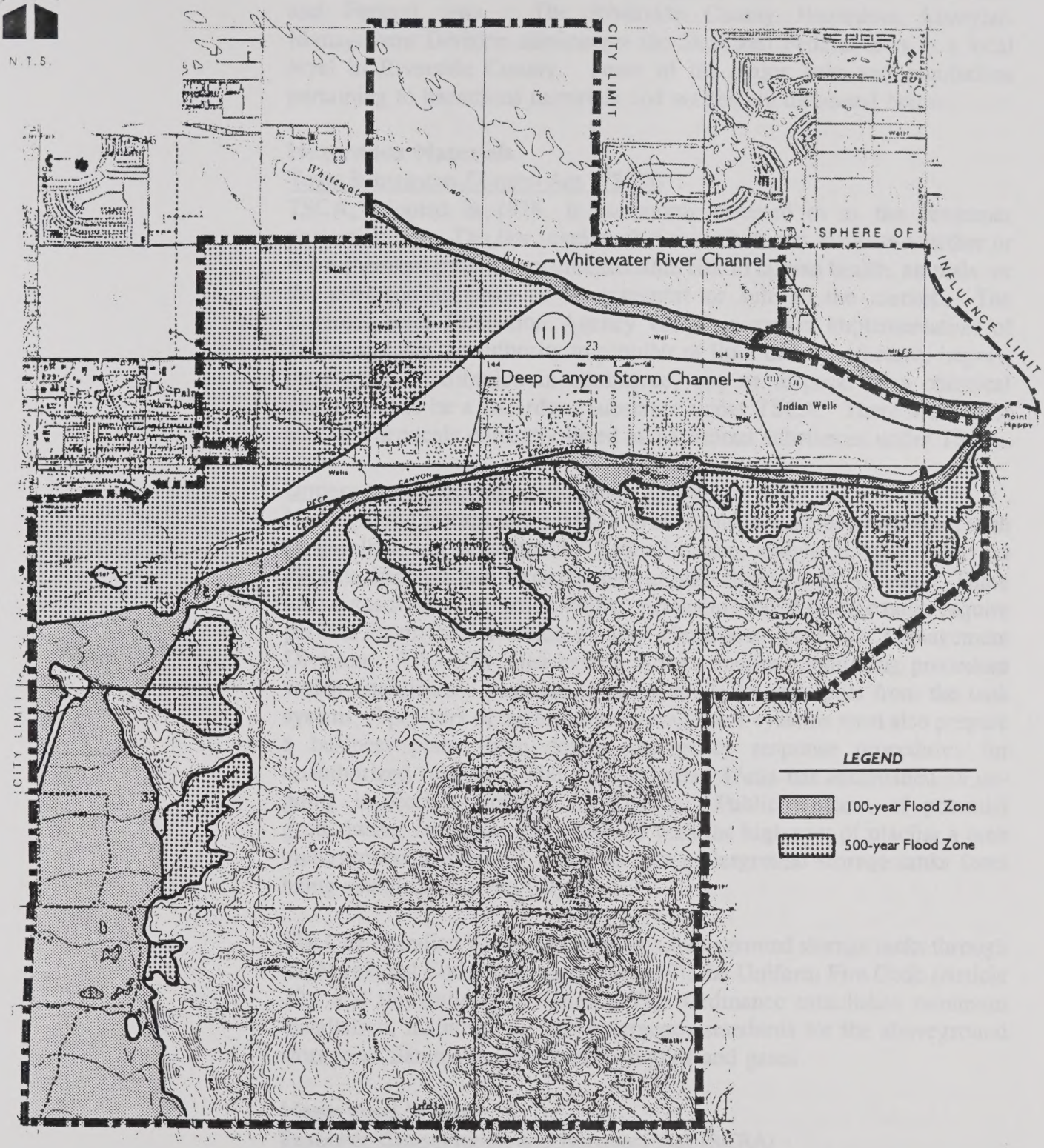
The City of Indian Wells is a member of the Federal Emergency Management Agency (FEMA) Flood Insurance Program and property owners within the City are eligible to purchase flood insurance from FEMA. Figure IVA-3 also shows the 100-year and 500-year floodplains depicted on the flood insurance rate maps published by FEMA (last revised January 19, 1982). As shown in the figure, the 100-year flood zone is generally restricted to the Whitewater River flood control channel and the Deep Canyon flood control channel. The only developments within the 100-year floodplain zone are golf courses in the flood control channels. There are residential areas located within the 500-year floodplain zones.

The City's Floodplain Management Ordinance specifies construction standards for all areas of special flood hazard. All new construction and improvements are required to be constructed using methods and practices that minimize flood damage and provide adequate drainage. City development permits are required for all new construction and improvements within areas of special flood hazard.

Hazardous Materials and Waste

Hazardous wastes are discarded materials which, because of their quantity, concentration, or physical, chemical, or infectious characteristics may: (1) cause or significantly contribute to an increase in mortality or illness, or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed.

Hazardous materials, which are not wastes, are defined as those substances designated as hazardous or toxic under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), the Resource Conservation and Recovery Act (RCRA), the Toxic Substances Control Act (TSCA), the Clean Air Act, and the State Hazardous Waste Control statute. There are numerous Federal, State, and local regulations governing the use, storage, transportation, and disposal of hazardous substances and wastes.



Source: Federal Emergency Management Agency, 1982

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FIGURE IVA-3

FLOOD ZONES

In California, the Department of Toxic Substance Control and the California Environmental Protection Agency administer many of the State and Federal laws. The Riverside County Hazardous Materials Management Division administers the State and Federal laws at a local level in Riverside County. Some of the major laws and regulations pertaining to hazardous materials and wastes are discussed below.

Hazardous Materials

Toxic Substances Control Act (TSCA)

TSCA, adopted in 1976, is commonly referred to as the consumer protection law. The law requires that manufacturers evaluate whether or not a chemical presents an unreasonable risk to human health, animals, or the environment prior to its transport or sale in the market. The Environmental Protection Agency (EPA) oversees implementation of TSCA and has the authority to prohibit or limit the manufacture, import, processing, distribution in commerce, use or disposal of a chemical determined to be a hazardous substance under TSCA. There are almost 60,000 chemicals currently listed as hazardous substances under TSCA.

Underground/Aboveground Storage Tanks

Underground storage tanks (USTs) which hold hazardous substances, such as gasoline, are regulated by Federal, State, and local laws. All gas stations dispense fuel through underground storage tank systems. There are no gas stations in Indian Wells. All underground storage tanks require permits from the Riverside County Hazardous Materials Management Division. All USTs must have a written routine monitoring procedure which establishes a program to check for leaks and spills from the tank system. Operators of underground storage tank systems must also prepare a business plan which details emergency response procedures for unauthorized releases. The City of Indian Wells has established an on-going inspection program for UST's. Public concern of potential groundwater contamination, coupled with the high cost of placing a tank underground, essentially preclude new underground storage tanks from being established in the City.

The City of Indian Wells also regulates aboveground storage tanks through the Municipal Code (Ordinance No. 279), the Uniform Fire Code (Article 79), and the Building Division. This Ordinance establishes minimum installation, maintenance, and emergency standards for the aboveground storage of flammable/combustible liquids and gases.

Hazardous Waste

Resource Conservation and Recovery Act (RCRA)

RCRA was created in 1976 to control the management of hazardous waste from its generation to its ultimate disposal (from "cradle to grave"). In 1984, the Hazardous and Solid Waste Amendments to RCRA were signed

into law. These amendments brought generators of small quantities of hazardous waste (100-1,000 kilograms per month) into the hazardous waste regulatory system. The corresponding State regulations are found in the Hazardous Waste Control Law (HWCL).

RCRA currently lists over 400 types of hazardous wastes. RCRA and HWCL regulate how hazardous wastes can be stored on a property, how much can be stored on a property, and the length of time that they can be stored. RCRA and HWCL also provide regulations on treating and disposing of hazardous wastes on-site as well as requirements for transporting hazardous wastes. Hazardous wastes can be transported only by Environmental Protection Agency (EPA)-registered haulers and can be disposed of only in licensed facilities. Stringent record keeping and manifest tracking is required.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

CERCLA, commonly referred to as the Superfund Law, was enacted in 1980 to provide Federal funding and enforcement authority for responding to hazardous substance spills and for cleaning up hazardous waste sites where wastes have been improperly stored. A hazardous waste site can be remediated under CERCLA if it is on the National Priorities List (list of Superfund sites). Waste sites in California can also be remediated under the Hazardous Substance Account Act, which is also known as the California Superfund. Sites needing clean up are discovered through investigations by the California Department of Health Services, referrals from other agencies, or reports from responsible parties or the public.

Superfund Amendments and Reauthorization Act (SARA)

SARA Title III is also known as the Emergency Planning and Community Right-to-Know Act. The corresponding State law is Chapter 6.95 of the California Health and Safety Code. These laws require that all facilities which handle more than a certain quantity of hazardous materials must report information on these materials to the government in the form of a business plan. This information is then used to support emergency planning for response to chemical spills and other hazardous incidents and to provide local government and the public with information about possible chemical hazards in their community.

Hazardous Materials in Indian Wells

Industrial uses and agriculture are typically the largest generators of hazardous waste. These types of land uses are not present within the City of Indian Wells at any significant scale. However, there are other types of land uses within the City which handle hazardous materials and wastes. The Riverside County Hazardous Materials Management Division (HMMD) maintains lists of registered users of hazardous materials,

operators of underground storage tanks, and generators of hazardous wastes. Within Indian Wells, registered users of hazardous materials include golf course operators and dry cleaners. Generators of hazardous wastes include golf course operators, dry cleaners, and photograph developers. These users and generators must comply with all applicable State and Federal regulations, which are enforced locally by the Riverside County HMMD.

Underground storage tanks are located at the Coachella Valley Water District lift station, the Indian Wells fire station, and some of the country clubs within the City. As of January 4, 1994, inspections indicated that there were no leaking underground storage tanks within the City of Indian Wells.

The Riverside County HMMD also responds to emergencies involving or potentially involving hazardous materials and/or wastes. The HMMD responded to one call within Indian Wells in 1993 and to a total of nine calls over the past five years, primarily for incidents occurring along Highway 111.

Emergency Preparedness

The California Emergency Services Act provides the basic authority for conducting emergency operations following the proclamations of emergencies by the Governor and/or appropriate local authority. The California Emergency Plan, which is published in accordance with the California Emergency Services Act, describes the functions and operations of government at all levels during emergencies. Local emergency plans are extensions of the State-wide plan. The plans detail the responses to emergency situations associated with major natural or human-caused disasters, technological incidents, and nuclear defense operations.

The City of Indian Wells has published a local multifunction hazard plan to detail the City's planned response to extraordinary emergency situations associated with natural or human-caused disasters. Specific hazards addressed in the plan include earthquakes, hazardous materials incidents, flooding, major fire/wildfire, nuclear incidents, transportation incidents, and national security emergencies.

The Multifunction Hazard Plan is organized in three parts: Part 1 is the basic plan, Part 2 describes the emergency response organization, and Part 3 contains operations data such as listing of resources, key personnel, and essential facilities. The basic plan "identifies components of the local emergency management organization and describes the responsibilities of the organization for protecting life and property and assuring the overall well-being of the population." The plan also identifies the sources of

outside support which might be provided through mutual aid and specific statutory authorities. Riverside County is within Mutual Aid Region VI, which includes the counties of San Diego, Imperial, Riverside, San Bernardino, Inyo, and Mono.

Peacetime emergencies are categorized in three levels: Level I is a local emergency which the City's resources can handle, Level II is a moderate to severe emergency requiring mutual aid from sources outside the City, and Level III is a major disaster. For a Level I emergency, coordination and direction would be decentralized and similar to normal day-to-day operations. For a Level II emergency, a centralized Emergency Operating Center (EOC) would be staffed by key management personnel from all involved emergency functions and all information would be coordinated from this centralized office. For a Level III major disaster, the EOC would be fully activated and all activities would be accomplished through the EOC.

The Multifunction Hazard Plan also provides guidance on law enforcement, traffic control operations, and movement and rescue operations during an emergency. Because disasters can be unpredictable, definite evacuation routes cannot be determined until damage to the existing streets are assessed. However, if evacuation of the City becomes necessary, the general evacuation routes are Highway 111, Washington Street, Fred Waring Drive, and Cook Street as shown in Figure IVA-4.

Goals and Policies

The City of Indian Wells is geographically located in a region which can be periodically subject to environmental hazards. The following goals and policies reflect the City's commitment to providing a safe environment for its citizens in the event natural or man-induced hazards occur.

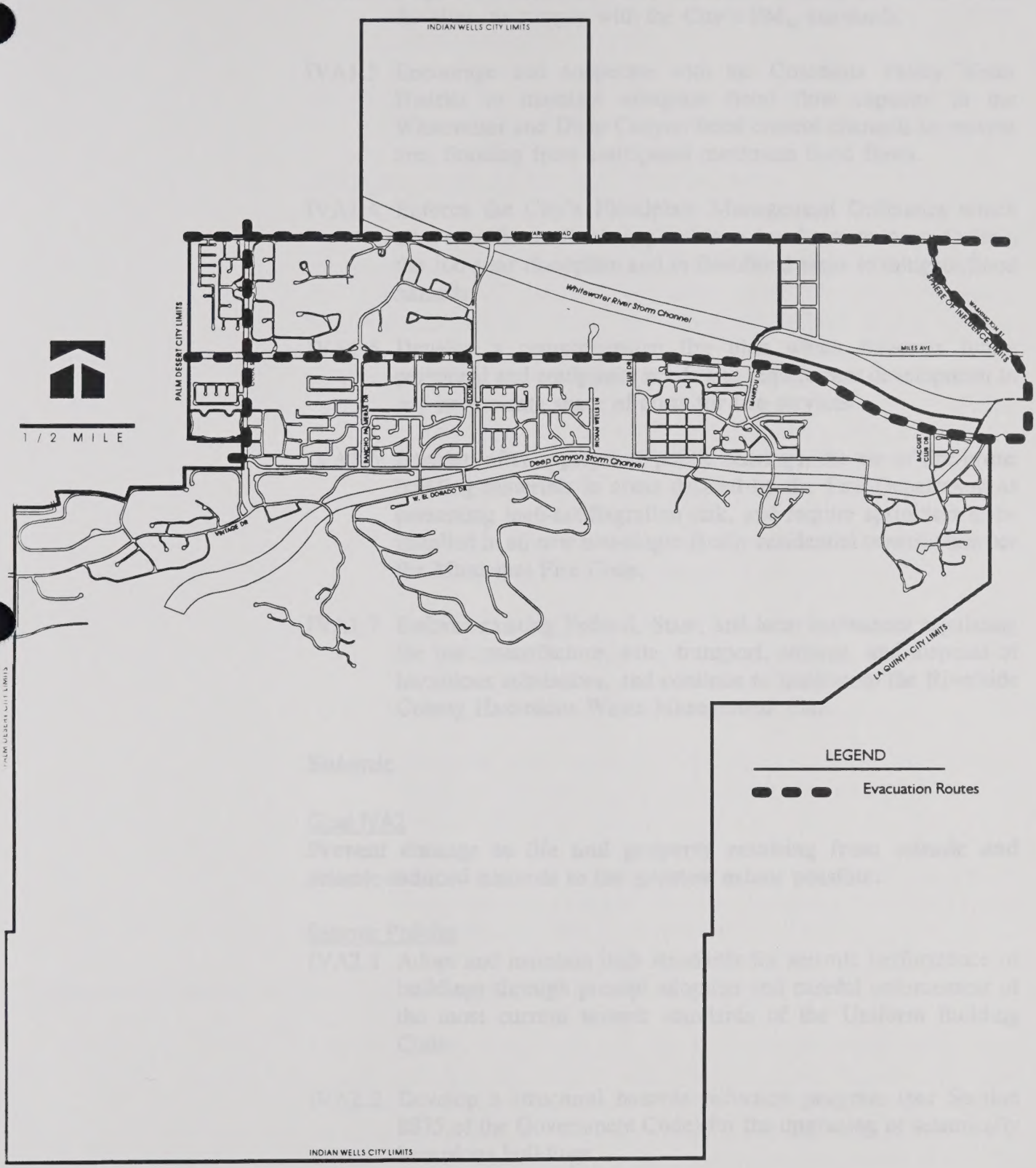
Fire, Air, Flood, and Hazardous Materials

Goal IVA1

Prevent damage to life and property from natural hazards to the greatest extent possible.

Fire, Air, Flood, and Hazardous Materials Policies

IVA1.1 Require new development to conform with the City's PM_{10} Ordinance as a condition of issuance of grading permits. Evaluate the need for permanent control devices in particularly windy areas to be installed prior to project grading.



Source: City of Indian Wells, 1996

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FIGURE IVA-4

EMERGENCY EVACUATION ROUTES

IVA1.2 Require construction sites, and trucks hauling dirt to and from the sites, to comply with the City's PM_{10} standards.

IVA1.3 Encourage and cooperate with the Coachella Valley Water District to maintain adequate flood flow capacity in the Whitewater and Deep Canyon flood control channels to prevent area flooding from anticipated maximum flood flows.

IVA1.4 Enforce the City's Floodplain Management Ordinance which cites specific standards applicable to development located within the 100-year floodplain and in flashflood areas to mitigate flood hazards.

IVA1.5 Develop a comprehensive fire plan which forecasts future personnel and equipment needs and require new development to pay its pro-rata share of costs for fire services.

IVA1.6 Restrict, after appropriate public hearings, the use of fire-prone building materials in areas defined by the Fire Department as presenting high-conflagration risk, and require sprinklers to be installed in all new non-single-family residential construction per the Municipal Fire Code.

IVA1.7 Enforce existing Federal, State, and local ordinances regulating the use, manufacture, sale, transport, storage, and disposal of hazardous substances, and continue to implement the Riverside County Hazardous Waste Management Plan.

Seismic

Goal IVA2

Prevent damage to life and property resulting from seismic and seismic-induced hazards to the greatest extent possible.

Seismic Policies

IVA2.1 Adopt and maintain high standards for seismic performance of buildings through prompt adoption and careful enforcement of the most current seismic standards of the Uniform Building Code.

IVA2.2 Develop a structural hazards reduction program (per Section 8875 of the Government Code) for the upgrading of seismically hazardous buildings.

IVA2.3 Require geological and soils engineering studies for developments in or adjacent to hillsides to assure safety from potential landslides and/or rockfalls.

IVA2.4 Require development adjacent to hillside areas to minimize the potential hazard of falling rocks through project design.

Emergency Response and Preparedness

Goal IVA3

Provide effective emergency response in a disaster, for life saving and the reduction of property damage, and enhance emergency preparedness through community education and self-help programs.

Emergency Response and Preparedness Policies

IVA3.1 Encourage emergency preparedness to be the combined responsibility of the City, in conjunction with the County, CVAG, and the State as well as City residents and the business community.

IVA3.2 Cooperate with the County of Riverside and with CVAG in updating the areawide emergency operations checklist.

IVA3.3 Encourage emergency response planning for interested citizens in existing and future development as well as the business community through the programs established by the Indian Wells In Neighborhoods (I WIN) Commission.

IVA3.4 Cooperate with CVAG and other communities in the Valley to distribute periodic safety publications to inform citizens of available protective services.

IVA3.5 Maintain at least two east-west and two north-south primary (or major) arterials to ensure adequate emergency evacuation routes in the General Plan Area (see Figure IVA-4).

Implementation of the Community Safety Element

The Community Safety Element sets forth policies which will require ongoing efforts by the City of Indian Wells and coordination with local and State agencies to implement. Policies relating to blowsand, fugitive dust, fire protection, development within floodplains, and seismic safety will be implemented through the development review process of the City and its zoning and other ordinances. Policies relating to flood protection will require ongoing coordination with the Coachella Valley Water District. Hazardous materials, wastes, and underground storage tanks will

be monitored in cooperation with the County HMMD and State Department of Health Services. Emergency preparation and response will be coordinated with the County, Coachella Valley Association of Governments, the State, FEMA, and active cooperation with the community.

Chapter IV: Public Safety

IVB. NOISE

Introduction and Authority

The purpose of the Noise Element is to outline methods to reduce and control noise, in order to maintain and enhance Indian Wells as a quiet residential community. Although the primary emphasis is on transportation noise, the Element also considers noise generated from non-transportation sources.

Unlike other hazards faced by Indian Wells residents, such as earthquakes or floods, noise is generated primarily by man's own activities. With increases in human activity, urban residents experience escalations in outdoor noise levels. The Noise Element is necessary for proper management of noise impact on Indian Wells residents.

State Government Code Section 65302(f) states that general plans must include:

> "...a noise element which shall identify and appraise noise problems in the community. . . . The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any."

Noise impacts are highly related to the development of the City. Because of this, the Noise Element is closely associated with the Land Use, Housing, and Circulation Elements.

Organization of the Element

The Noise Element is organized so it can be readily applied to future development within the City. A summary of the existing conditions is provided below to establish baseline noise conditions in the City. This is followed by a discussion of the future noise environment based on the proposed Land Use Plan. The goals and policies are then described. The Implementation section provides general direction on how to fulfill the established goals and policies.

Summary of Existing Conditions

This section provides general information regarding noise characteristics and effects, regulations and standards, and the existing Indian Wells' noise conditions.

Terminology

Community noise levels vary with time and location, and are usually evaluated in terms of hourly or daily averages. Commonly used measures of average noise level include the equivalent continuous noise level (Leq), day-night level (Ldn), and the Community Noise Equivalent Level (CNEL). These and other noise descriptors are further defined below.

Ambient Noise Level: The composite of all sounds at a given location and time, usually composed of sounds from many surrounding sources, near and far.

A-weighted Sound Level: The sound level, in units of decibels (dB), obtained when the sound pressure is A-weighted (dBA). The A-weighting filter, or circuit, attenuates high and low frequency sound pressures to approximate the frequency response of the human hearing system and to correlate measured sound levels with subjective judgment of loudness of sounds at low to moderate noise levels.

Attenuation: The reduction in noise levels due to distance, or to a solid barrier in the propagation path, between a receiver and a noise source. Noise levels decrease by 3 decibels with every doubling of distance from a line of highway traffic and by 6 decibels with every doubling of distance from a stationary point source.

Community Noise Equivalent Level: A 24-hour average A-weighted sound level obtained after the addition of 5 dB to sound levels occurring between 7:00 p.m. and 10:00 p.m. and 10 dB to sound levels occurring between 10:00 p.m. and 7:00 a.m. The addition of 5 dB and 10 dB to the evening and nighttime hours, respectively, "weights" the average sound level to account for the increased adverse response to noise during these time periods.

Day-Night Average Noise Level: A 24-hour average A-weighted sound level obtained after addition of 10 dB to sound levels occurring between 10:00 p.m. and 7:00 a.m.

Equivalent Continuous Sound Level: The Leq is the level of a constant sound pressure which has the same sound energy as the actual time-varying sound pressure for a specific time interval.

Maximum Noise Level (Lmax): The greatest sound level measured on a sound level meter, during a designated time interval or event, using fast time-averaging and A-weighting.

Noise: Any disagreeable or undesired sound.

Noise Contour: Lines drawn around a noise source indicating constant levels of noise exposure. Noise contours are subject to significant uncertainty and are usually intended to show the general spatial extent of different levels of noise exposure.

Sound Frequency: The rate of repetitions of the sound pressure amplitude cycle, usually in terms of cycles per second, or Hertz (Hz). As an example, the noise from a diesel truck is dominated by low frequency sound pressures, whereas the sounds of a piccolo are composed of higher frequency sound pressures.

Sound Pressure Level: The sound pressure level is defined as 20 times the logarithm of the sound pressure ratio (measured sound pressure/reference sound pressure). The reference sound pressure is usually the threshold of hearing. Consider an example where a very loud sound, such as a jet aircraft taking off, has a sound pressure one million times greater than the reference sound pressure (the threshold of hearing). The ratio of the sound pressure to the reference sound pressure is one million, or 10 to the sixth power (10^6). For this example, the level of the sound pressure is defined as 20 x log(10^6). Therefore, the sound pressure level is simply 20 x 6, or 120, with the units for the magnitude of the level defined as decibels. Thus, the sound pressure level of the very loud noise in the example is 120 dB.

Effects of Environmental Noise

The effects of noise on humans can be divided into five general categories: hearing loss, other physiological effects, sleep interference, speech interference, and annoyance.

Hearing Loss

Hearing loss is typically an occupational concern and is generally not a community noise problem. The Occupational Safety and Health Administration (OSHA) establishes workplace noise level limits and regulations to protect workers from hearing loss. Permanent hearing loss can occur from acoustic trauma, such as an explosion, or can be induced through the cumulative effect of repeated noise exposures over many years. Temporary, reversible loss of hearing, or shifts in hearing thresholds, can also occur after exposure to high noise levels after events

such as rallies or rock concerts. The magnitude of the temporary hearing loss is dependent upon the noise levels and the duration of exposure.

Other Physiological Effects

Sudden and unexpected noise can increase blood pressure, heart rate, and muscular contractions. These changes subside as a person becomes accustomed to the noise.

Sleep Interference

Noise can awaken people, disturb their sleep, or prevent them from going to sleep. It has been shown that, on average, light sleepers will awaken at 40 dBA and heavy sleepers will awaken at 60 dBA.

Speech Interference

Speech interference is an important concern relating to environmental noise. Steady noise levels above 60-65 dBA can interfere with normal conversations.

Annoyance

Whether a noise is judged annoying or not varies considerably from person to person and is also dependent upon the amount and nature of the noise, the amount of background noise, and the activities the person is engaged in when the noise is heard. Also, an individual may judge a particular noise annoying at one time but not at another. If a new noise has distinctive characteristics that make it readily identifiable or if the new noise generates levels considerably higher than the ambient noise levels which existed before the new noise source occurred, than the new noise source might be considered objectionable or annoying.

New noise sources would not be as noticeable in a commercial area as they would be in a suburban neighborhood since ambient noise levels tend to be higher and activities occurring in commercial areas are not as noise sensitive. Also, people are more sensitive to noise when they are trying to sleep or concentrate. Someone who is studying may be more easily annoyed by environmental noise than someone who is engaged in an activity which generates its own noise, such as washing dishes or fixing a car.

Noise Element Guidelines

State law requires general plans to include a Noise Element which identifies and appraises noise problems in the community. The Noise Element recognizes the guidelines adopted by the Office of Noise Control in the State Department of Health Services and quantifies, to the extent possible, current and projected noise levels from roads, railroads, airports, and stationary sources.

Figure IVB-1 presents the State's land use compatibility guidelines for community noise environments. As shown in the guidelines, different types of land uses are compatible with varying levels of noise. Single-family residential areas are the most noise-sensitive, with "normally acceptable" levels at 60 dB CNEL or less. Single-family residences are "conditionally acceptable" in noise environments up to 70 dB CNEL, provided that new construction is undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in the design.

Noise Insulation Standards

The State's Noise Insulation Standards, which relate to interior noise level limits, are found in Title 24 of the California Code of Regulations. This regulation establishes minimum noise insulation performance standards to "protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings from the effects of excessive noise, including but not limited to hearing loss or impairment and interference with speech and sleep."

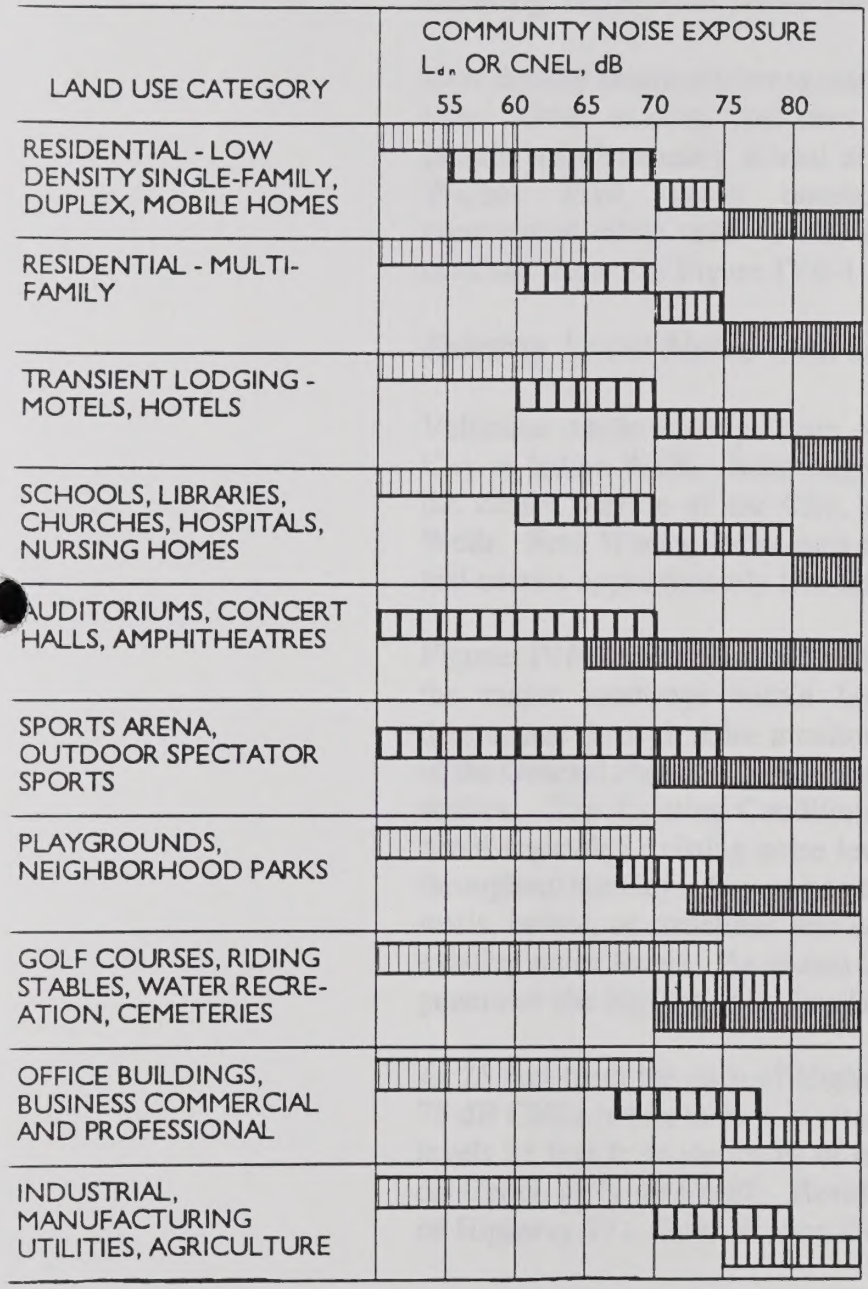
In accordance with the Noise Insulation Standards, "interior community noise equivalent levels (CNEL) with windows closed, attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room." Also, residential structures to be located within an annual CNEL contour of 60 dB from aircraft or vehicular traffic shall require an acoustical analysis showing that the proposed building has been designed to limit intruding noise to 45 dB CNEL or less.

Existing City of Indian Wells Standards

State and Federal noise policies are implemented locally through the City's Noise Element and the Noise Abatement and Control Ordinance (Municipal Code Chapter 9.06).

The City of Indian Wells currently uses the noise/land use compatibility figure recommended by the State (see Figure IVB-1). Single-family residential areas are normally acceptable within a noise environment of 60 dB CNEL or less. In accordance with the City's noise ordinance, stationary sources must not generate more than 55 dBA from 7:00 a.m. to 10:00 p.m. and 50 dBA from 10:00 p.m. to 7:00 a.m. in residential areas.

The City's Noise Ordinance also regulates construction activities. These activities are usually temporary, but standards have been established in the Ordinance. When occurring between September 15 and May 31, construction activities are limited to the hours of 7:00 a.m. to 5:30 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday.



INTERPRETATION

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noises insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

urce: State of California, 1990

ECON

FIGURE IVB-1

LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

From June 1 to September 14, construction activities can commence at 6:00 a.m. and continue until 7:00 p.m. during the week. Construction is not allowed on Sundays or national holidays at any time of the year. Other activities such as yard and street maintenance, waste disposal vehicles, off-road vehicles, residential pumps, and fans are also regulated by the City's Noise Ordinance.

Existing Noise-Sensitive Receivers

Low-density residential areas comprise the largest developed portion of the City. Other existing land uses in the City and its sphere of influence include an elementary school at the corner of Fred Waring Drive and Warner Trail, resort hotels, golf courses, open space, and commercial/office uses. Noise levels considered compatible with these uses are shown in Figure IVB-1.

Existing Local Noise Sources

Vehicular traffic is the primary source of environmental noise within the City of Indian Wells. State Highway 111, which runs east/west through the center portion of the City, carries the most traffic through Indian Wells. Fred Waring Drive runs east/west in the northern part of the City and carries approximately two-thirds the traffic volume of Highway 111.

Figures IVB-2 and IVB-3 shows the existing noise levels and contours for the major roadways within Indian Wells. The noise levels were determined through noise monitoring conducted in the preliminary stages of the General Plan development as well as utilizing existing relevant noise studies. The Existing Conditions Technical Report includes additional detail regarding existing noise levels. Soft site conditions were assumed throughout the City. Any noise reduction which may occur due to existing walls, berms, or structures was not taken into account in the estimates of existing noise levels. As shown in these figures, traffic on Highway 111 generates the highest noise levels.

At 25 feet from the curb of Highway 111, average noise levels are about 75 dB CNEL when there is a clear line of sight in both directions. Noise levels 25 feet from the curbs of the other major roadways range from 60 dB CNEL to 71 dB CNEL. Residential developments exist along portions of Highway 111, Fred Waring Drive, Portola Avenue, and Cook Street.

Interstate 10 (I-10) and the nearest railroad are directly adjacent to each other and are approximately one and three-quarters miles north of Indian Wells. Due to the distance to I-10 and the railroad, these noise sources do not contribute to the noise environment within the City.

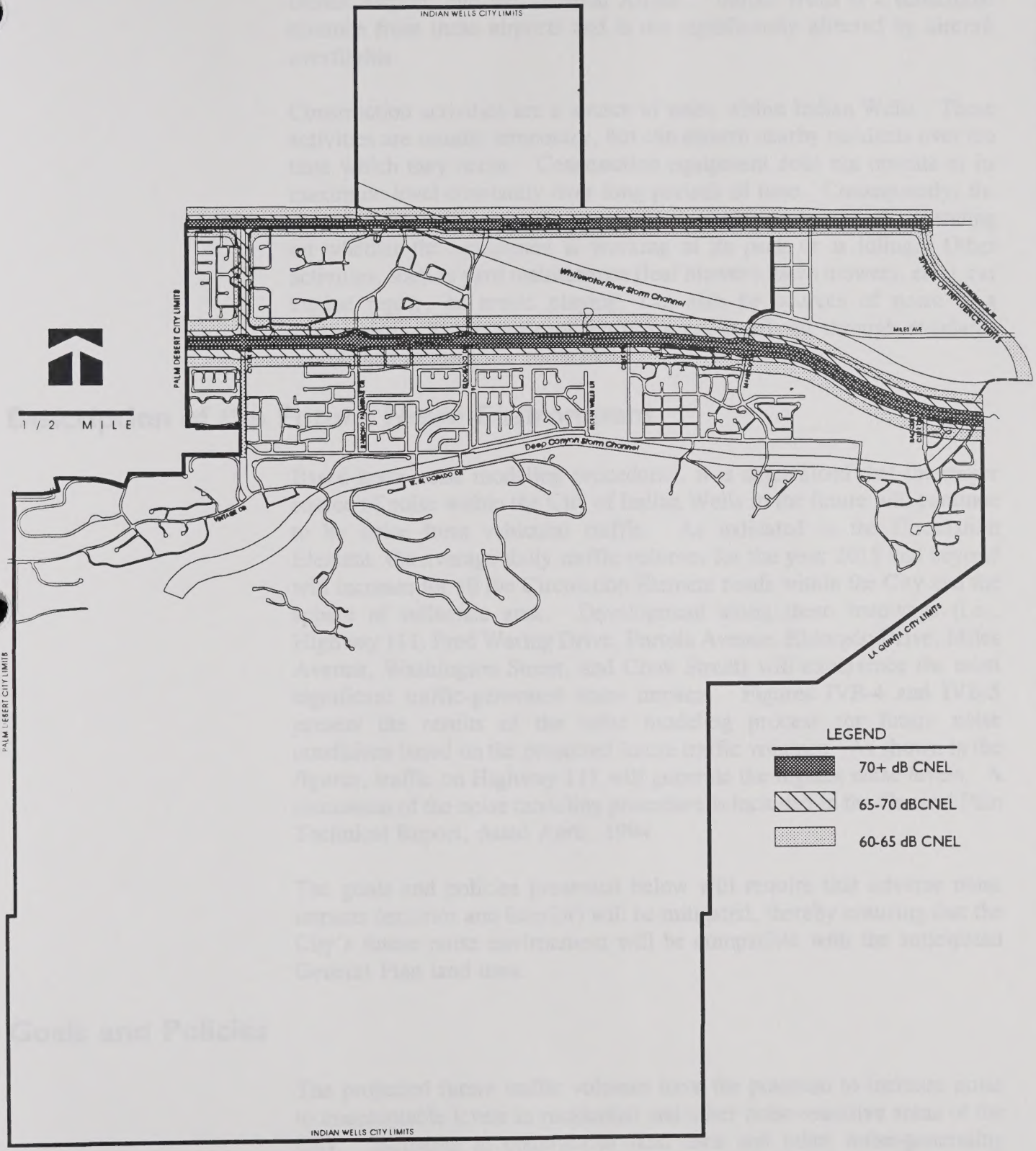
CALCULATED NOISE LEVELS FROM EXISTING TRAFFIC

Roadway/Segment	Estimated Noise Level 25 feet from Curb (CNEL)	Distance (ft.) to Noise Contour from Curb			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Highway 111					
west of Cook Street	75	25	85	205	475
Cook St. to Miles Ave.	75	25	85	205	475
east of Miles Ave.	74	-	65	175	425
Fred Waring Drive					
west of Cook Street	70	-	25	85	205
Cook Street to Eldorado Dr.	71	-	35	100	245
Eldorado Dr. to Warner Trail	70	-	25	85	205
east of Warner Trail	69	-	-	65	175
Portola Avenue					
adjacent to city	64	-	-	-	65
Cook Street					
south of Highway 111	60	-	-	-	25
north of Highway 111	69	-	-	65	175
Washington Street Highway 111 to Fred Waring Dr.	70	-	25	85	205

Source: RECON, 1994

RECON

FIGURE IVB-2



Source: RECON, 1994

RECON

FIGURE IVB-3

EXISTING NOISE CONTOURS

Nearby airports include the Palm Springs Regional Airport, the Bermuda Dunes Airport, and the Thermal Airport. Indian Wells is a substantial distance from these airports and is not significantly affected by aircraft overflights.

Construction activities are a source of noise within Indian Wells. These activities are usually temporary, but can disturb nearby residents over the time which they occur. Construction equipment does not operate at its maximum level constantly over long periods of time. Consequently, the noise levels generated by the equipment will change over time, depending on whether the equipment is working at its peak or is idling. Other activities, such as yard maintenance (leaf blowers, lawn mowers, etc.), car engine repair, or music playing, can also be sources of noise in a community. These types of activities are regulated through standards established in the noise ordinance.

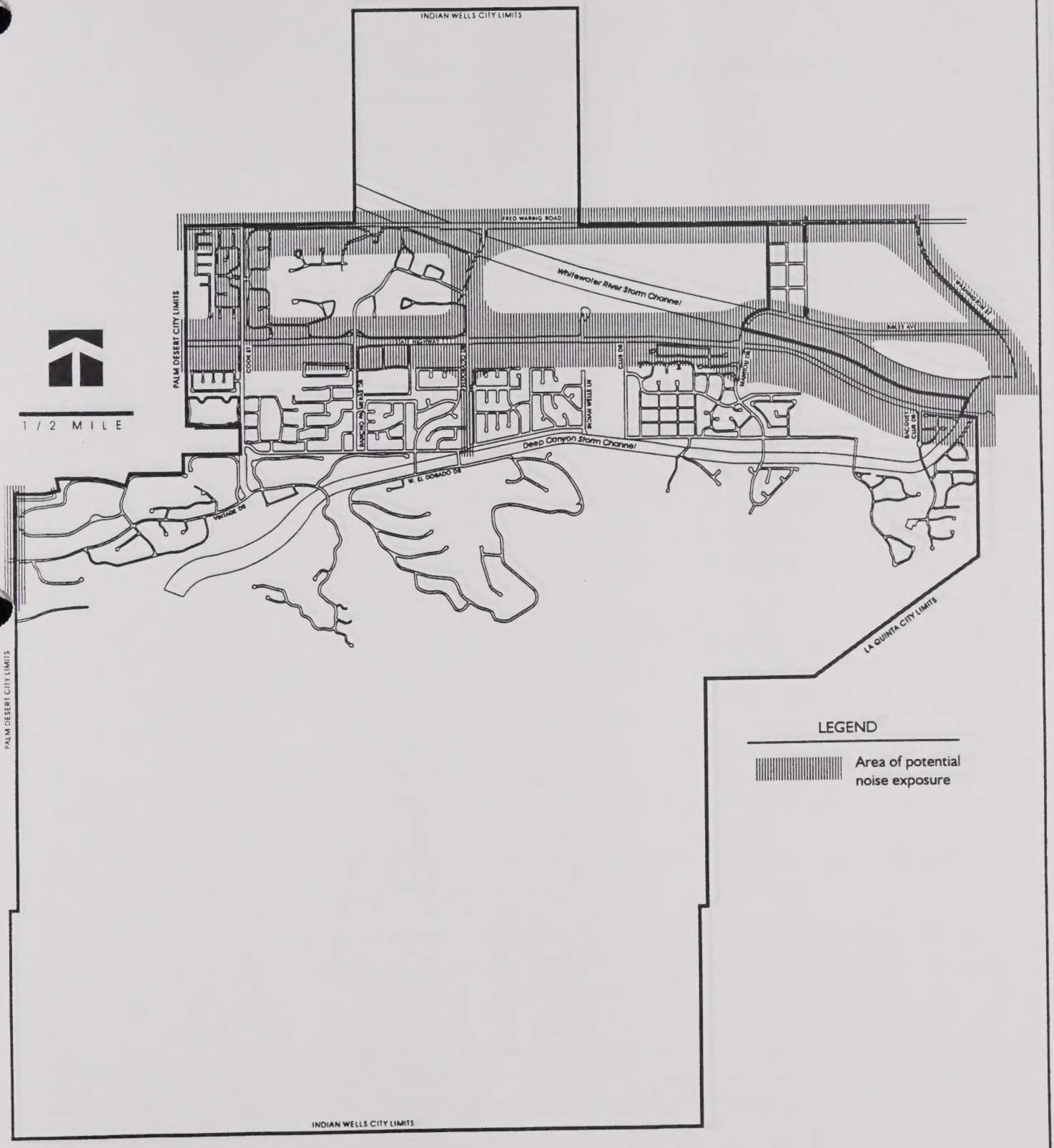
Description of the Future Noise Environment

Based upon noise modeling procedures, it is determined that the major source of noise within the City of Indian Wells in the future will continue to be noise from vehicular traffic. As indicated in the Circulation Element, the average daily traffic volumes for the year 2015 and beyond will increase for all the Circulation Element roads within the City and the sphere of influence area. Development along these roadways (i.e., Highway 111, Fred Waring Drive, Portola Avenue, Eldorado Drive, Miles Avenue, Washington Street, and Cook Street) will experience the most significant traffic-generated noise impacts. Figures IVB-4 and IVB-5 present the results of the noise modeling process for future noise conditions based on the projected future traffic volumes. As shown in the figures, traffic on Highway 111 will generate the highest noise levels. A discussion of the noise modeling procedure is included in the General Plan Technical Report, dated April, 1994.

The goals and policies presented below will require that adverse noise impacts (exterior and interior) will be mitigated, thereby ensuring that the City's future noise environment will be compatible with the anticipated General Plan land uses.

Goals and Policies

The projected future traffic volumes have the potential to increase noise to unacceptable levels in residential and other noise-sensitive areas of the City. Increases in commercial land uses and other noise-generating activities can result in noise spillover into sensitive areas. The following goals and policies have been prepared to ensure noise-compatible land use planning.



Source: RECON, 1994

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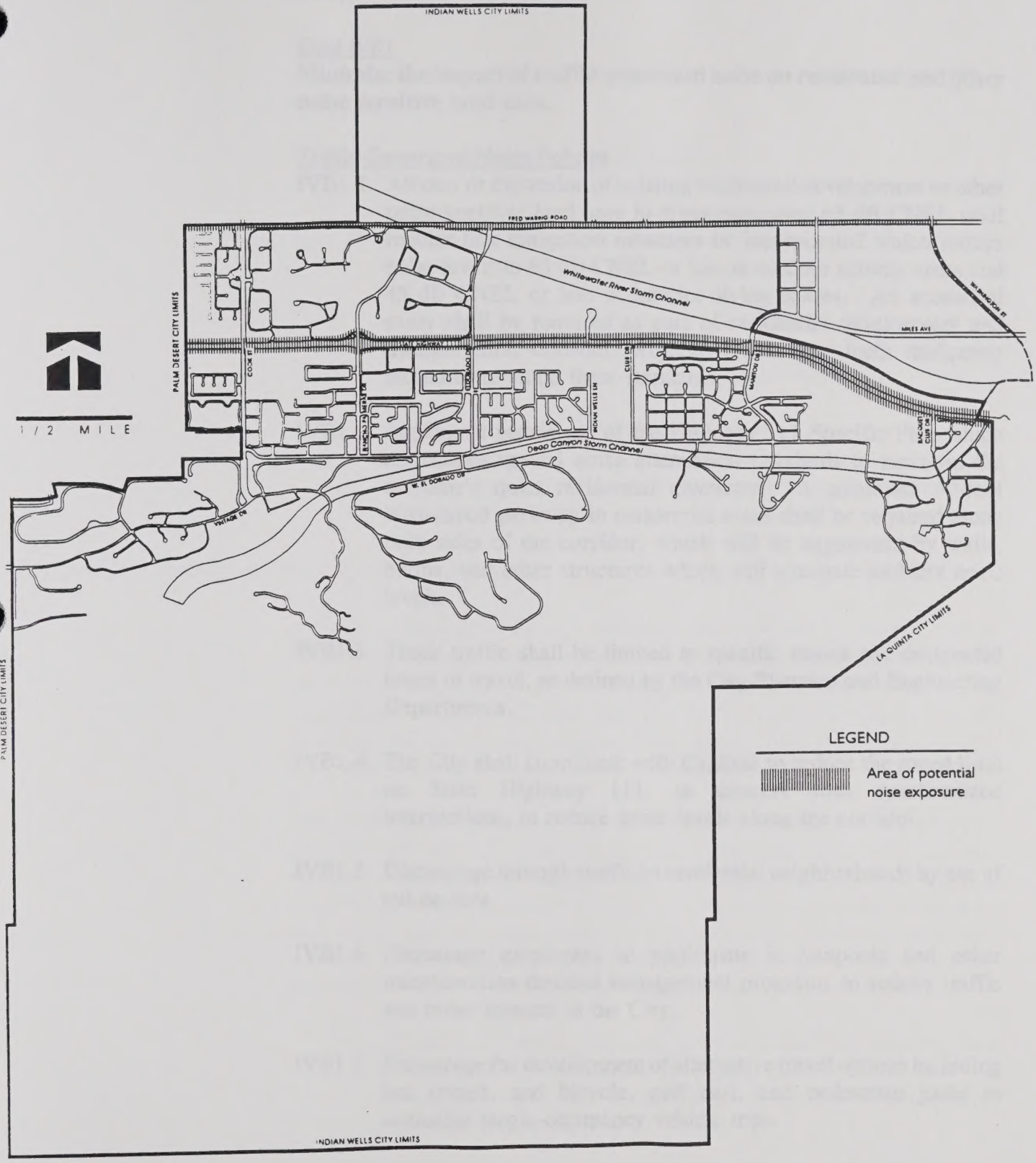
FIGURE IVB-4

AREA POTENTIALLY EXPOSED TO NOISE IN EXCESS OF 60 dBA CNEL



Source: RECON, 1996

RECON

FIGURE IVB-5

Area Potentially Exposed to Noise in Excess of 70 dBA CNEL

Traffic Generated Noise

Goal IVB1

Minimize the impact of traffic-generated noise on residential and other noise sensitive land uses.

Traffic-Generated Noise Policies

IVB1.1 All new or expansion of existing residential development or other noise-sensitive land uses in areas exceeding 65 dB CNEL shall require that mitigation measures be incorporated which reduce noise levels to 65 dB CNEL or less in outdoor activity areas and 45 dB CNEL or less in interior living spaces. An acoustical study shall be required as part of residential development and transportation corridor projects which sets forth mitigating measures to attain these standards.

IVB1.2 Implement provisions of the Highway 111 Specific Plan which establishes special noise attenuation standards to maintain the corridor's quiet residential character. A minimum 50-foot landscaped parkway in residential areas shall be required along both sides of the corridor, which will be augmented by walls, berms, and other structures which will attenuate ambient noise levels.

IVB1.3 Truck traffic shall be limited to specific routes and designated hours of travel, as defined by the City Planning and Engineering Departments.

IVB1.4 The City shall coordinate with Caltrans to reduce the speed limit on State Highway 111, in concert with synchronized intersections, to reduce noise levels along the corridor.

IVB1.5 Discourage through traffic in residential neighborhoods by use of cul-de-sacs.

IVB1.6 Encourage employers to participate in vanpools and other transportation demand management programs to reduce traffic and noise impacts in the City.

IVB1.7 Encourage the development of alternative travel options including bus transit, and bicycle, golf cart, and pedestrian paths to minimize single-occupancy vehicle trips.

Other Noise Generating Activities

Goal IVB2

Minimize the impacts of noise from commercial development and other noise-generating activities.

Other Noise-Generating Activities Policies

IVB2.1 Require mitigation at the property line if new or an expansion of existing noise-generating land uses results in noise levels that exceed 65 dB(A) CNEL in areas containing residential or other noise-sensitive land uses.

IVB1.2 Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.

IVB2.3 Enforce the City's noise ordinance which specifies restrictions on construction noise and other short-term noise events (ie. concerts, sporting events) and mitigation measures for development in noise-sensitive areas.

Implementation of the Noise Element

The Noise Element is a policy document that requires the ongoing effort of the City and community to implement. Careful coordination of land uses is the primary tool for minimizing the impacts of urban noises on the community. Toward this end, the City will continue to require that all development and transportation corridor projects be reviewed to ensure that potential adverse noise impacts are avoided.

The City's development review/California Environmental Quality Act (CEQA) process will continue to ensure that potential noise impacts associated with new development are addressed. The City will continue to review new development proposals for transportation noise impacts as well as for potential noise impacts to adjacent noise-sensitive land uses. Through the development review process the following implementation procedures will permit successful achievement of General Plan goals:

- All residential or commercial projects within City-defined noise zones, generally described in Figure IVB-6, shall have an acoustical review to determine potential noise impact and specific mitigation measures;

- Any project which proposes to place a noise generator (e.g., transportation facility, recreational facility) in a setting sensitive

to noise shall, as determined by the City, complete an acoustic study demonstrating the absence of significant noise impacts;

- All projects and activities shall conform to the City's Noise Ordinance; and

- All residential construction shall conform to Title 24 of the State Building Codes.

Road	Residential Projects within X Feet of Segment *	Commercial Projects within X Feet of Segment *
Highway 111		
West of Cook Street	659	140
Cook Street to Eldorado Drive	663	143
Eldorado Drive to Miles Avenue	659	140
East of Miles Avenue	699	178
Fred Waring Drive		
West of Cook Street	404	87
Cook Street to Eldorado Drive	365	79
Eldorado Drive to Washington Street	377	81
Portola Avenue		
South of El Paseo	212	--
Cook Street		
Highway 111 to Fred Waring Drive	294	63
Eldorado Drive		
South of Highway 111	92	--
Highway 111 to Fred Waring Drive	112	--
North of Fred Waring Drive	82	--
Washington Street		
Highway 111 to Miles Avenue	465	100
Miles Avenue to Fred Waring Drive	462	93
Miles Avenue		
West of Washington Street	173	--

* Distances in feet from centerline of roadway.

rce: RECON, 1994

ECON

FIGURE IVB-6

GENERAL AREAS REQUIRING NOISE ANALYSIS

Chapter V: Glossary and Index

VA. GLOSSARY OF TERMS AND INDEX

Introduction

This chapter is provided to clarify terms used throughout the General Plan. The first section of this chapter identifies technical terms and words used in this document that may not be commonly understood by most people. The second part of this chapter is a brief index, intended to assist the reader in finding information on particular subjects. Because there are no standardized lists of necessary definitions or index subjects, this chapter is not exhaustive.

Glossary of Terms

The definitions given are by no means the only acceptable or complete ones available. Most definitions found in this chapter were extracted from *The California General Plan Glossary*, published by the California Planning Roundtable, 1990, and other resources. Most definitions identified in this section are found in the Indian Wells General Plan. Some definitions, however, are included due to their obvious relevance to planning in general.

ADT: Average Daily Traffic
AQMP: Air Quality Management Plan
CARB: California Air Resources Board, sometimes abbreviated as ARB
CDBG: Community Development Block Grant
CEQA: California Environmental Quality Act
CFD: A Mello-Roos Community Facilities District
CFR: Code of Federal Regulations
CIP: Capital Improvements Program
CMP: Congestion Management Plan
CNEL: Community Noise Equivalent Level
CVAG: Coachella Valley Association of Governments
CVWD: Coachella Valley Water District
DEIR: Draft Environmental Impact Report
DSUSD: Desert Sands Unified School District
EIR: Environmental Impact Report

FAR:	Floor Area Ratio (Figure VA-1)
FEIR:	Final Environmental Impact Report
FEMA:	Federal Emergency Management Agency
HCD:	Housing and Community Development Department of the State of California
LAFCO:	Local Agency Formation Commission
LOS:	Level of Service
NOP:	Notice of Preparation
NPPA:	Native Plant Protection Act
NSR:	New Source Review
SCAG:	Southern California Association of Governments
SCAQMD:	South Coast Air Quality Management District
SIP:	State Implementation Plan
SO_2:	Sulfur Dioxide
SO_x:	Sulfur Oxides
TDM:	Transportation Demand Management
TDS:	Total Dissolved Solids
TSM:	Transportation Systems Management
TSP:	Total Suspended Particulates
UBC:	Uniform Building Code
USFWS:	United States Fish and Wildlife Service
V/C:	Volume to Capacity Ratio
VMT:	Vehicle Miles Traveled

A-Weighting
A weighting scheme applied to sound level measurements; corresponding approximately to human hearing sensitivity. Expressed as decibels A-weighted (dBA).

Acres, Gross
The entire acreage of a site, including easements.

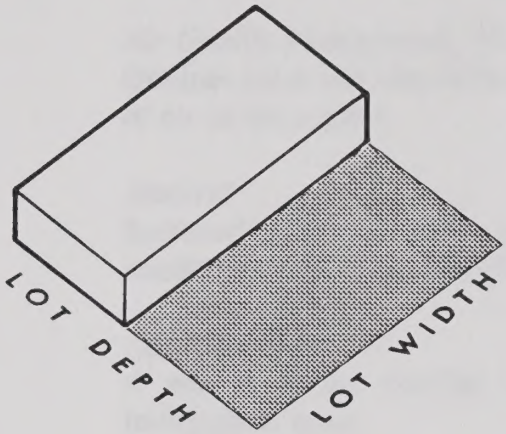
Acres, Net
The portion of a site that can actually be built upon.

Active Fault
Evidence of Holocene surface faulting that has occurred within the past 200 years.

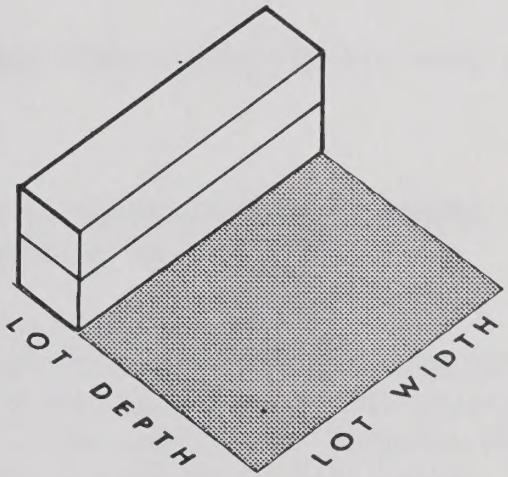
Adverse Impact
A negative consequence for the physical, social, or economic environment resulting from an action or project.

The examples below illustrate a Floor Area Ratio (FAR) of 0.5.

1 Story



2 Story



To calculate the maximum permitted gross building floor area ratio for a given site, multiply the FAR by the gross lot area (in square feet):
FAR x Gross Lot Area = Maximum permitted gross building floor area

If the site above is a one acre lot, then:
the FAR = 0.5 x 43,560 s.f. (one acre) = 21,780 s.f. gross building floor area

rce: The Lightfoot Planning Group, 1996

FIGURE VA-1

FLOOR AREA RATIO

Affordable Housing
Housing capable of being purchased or rented by a household with a very low-, low-, or moderate-income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is generally considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing, including utilities.

Air Pollution
Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Air Quality Management Plan (AQMP)
Outlines rules and regulations for improving and maintaining the quality of air in the region.

Ambient
Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air, and other environments.

Ambient Noise
A mix of all the existing sound within a given location, room, etc.; background noise.

Annex
To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the jurisdiction.

Architectural Control, Architectural Review
Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

Arterial
Medium-speed (30-40 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Assessment District
See "Benefit Assessment District."

Aquifer
A body of rock that is sufficiently permeable to conduct ground water and to yield economically significant quantities of water to wells and springs.

Bedrock
The rock that underlies gravel, soil, or other superficial material.

Benefit Assessment District
An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets and Highway Code. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefitting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Lane (Class II facility)
A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Blowsand
Desert sand movement similar to a sandstorm.

British Thermal Unit (BTU)
A measure of energy. The quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at a specified temperature.

Buffer Zone
An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Buildout; Build-out
Development of land to its full potential or theoretical capacity as permitted under current or proposed planing or zoning designations.

California Environmental Quality Act (CEQA)
A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy

before taking action on the proposed project. General Plans require the preparation of a "program EIR."

Caltrans
California Department of Transportation

Capital Improvements Program (CIP)
A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually for conformance to, and consistency with, the general plan.

Clustered Development
Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Collector
Relatively-low-speed (25-30 mph), relatively-low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commercial
A land use classification that permits facilities for the buying and selling of commodities and services.

Community Development Block Grant (CDBG)
A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District
Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 *et seq.*), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL)
A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Redevelopment Agency (CRA)
A local agency created under California Redevelopment Law, or a local legislative body that has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Compatible
Capable of existing together without conflict or ill effects.

Condominium
A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

Congestion Management Plan (CMP)
A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities and counties that include urbanized areas to adopt by December 1, 1991, and annually update a Congestion Management Plan.

Conservation
The management of natural resources to prevent waste, destruction,or neglect. The State mandates that a Conservation Element be included in the general plan.

Consistent
Free from variation or contradiction. Programs in the general plan are to be consistent, not contradictory or preferential. State law requires consistency measures such as the zoning ordinance.

Cultural Resource
Places or objects important for scientific, historical, and religious reasons to cultures, communities, and individuals.

Cumulative Impacts
Two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects.

dB
Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA
The "A-weighted" scale for measuring sound decibels; weights or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually 10 times more intense.

Density, Residential
The number of permanent residential dwelling units per area of land. Densities specified in the General Plan are expressed in units per gross acre.

Density Bonus
The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or ten percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus.

Design Review, Design Control
The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance.

"Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee.

Development
The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Dwelling Unit
A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Emergency Shelter
A facility that provides immediate and short-term housing and supplemental services for the homeless. Supplemental services may include food, counseling, and access to other social programs.

Eminent Domain
The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard
The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Encourage
To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Animal Species
Any animal species in danger of extinction throughout all or a significant portion of its range. This definition excludes species of insects that the Secretary of the Interior determines to be pests and whose protection under the Endangered Species Act of 1973 would present an overwhelming and overriding risk to man.

Endangered Plant Species
Species of plants in danger of extinction throughout all or a significant portion of their ranges. Existence may be endangered because of the destruction, drastic change, or severe curtailment of habitat, or because of over-exploitation, disease, predation, or unknown reasons. Plant taxa from very limited areas, e.g., the type localities only, or from restricted fragile habitats are usually considered endangered.

Enhance
To improve existing conditions by increasing the quantity of beneficial uses.

Environment
CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR)
A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and describes what effects or impacts will result if the area is altered or disturbed by a proposed action.

Erosion
The loosening and transportation of rock and soil debris by wind, rain, or running water. The gradual wearing away of the upper layers of earth.

Family
Two or more persons related by birth, marriage, or adoption (U.S. Bureau of the Census). An individual or a group of persons living together who constitute a bona fide single-family housekeeping, sorority, club, or other group of persons occupying a hotel, lodging house, or institution of any kind (California).

Fault
A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Final Environmental Impact Report (FEIR)
The Final EIR includes all comments made to the Draft EIR as well as the responses of the project proponent to those comments and is submitted to the State government for public review of the proposed project.

Fiscal Impact Analysis
A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Fiscal Impact Report (FIR)
A report projecting the public costs and revenues that will result from a proposed program or development. (See "Fiscal Impact Analysis.")

Flood Plain
The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floor Area Ratio (FAR)
The gross area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, a FAR of 1.5 would allow 15,000 sq. ft. of floor area; a FAR of 2.0 would allow 20,000 sq. ft.; and a FAR of 0.5 would allow only 5,000 sq. ft. Commonly used in zoning. (See Figure VA-1.)

Fossiliferous
Containing fossils.

Freeway
A high-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Such roads are free of tolls, as contrasted with "turn-pikes" or other "toll roads" now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

gpd
Gallons per day. A measure of flow rate.

gpm
Gallons per minute. A measure of flow rate.

General Plan
A compendium of city or county policies regarding long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has seven (7) mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, and Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."

Goal
A general, overall, and ultimate purpose, aim, or end toward which the city or county will direct effort.

Golf Course
Land utilized for playing golf that typically includes trees, greens, fairways, and hazards (water and sand).

Groundwater
Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Basin
Underground formation with sides and bottom of relatively impervious material in which groundwater is held or retained. Aquifer or system of aquifers with well defined boundaries.

Groundwater Recharge
The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers").

Growth Management
The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standard for levels of service, and other programs.

Habitat
The place where an animal or plant normally lives, often characterized by a dominant plant and codominant form, such as pinyon-juniper habitat.

Hazardous Material
Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the work place or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Historic; Historical
An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation
The preservation of historically significant structures and neighborhood until such time as, and in order to facilitate, restoration, and rehabilitation of the building(s) to a former condition.

Homeless
Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, §65583(c)(1) requires all cities and counties to address the housing needs of the homeless.

Household
All those persons - related or unrelated - who occupy a single housing unit. (See "Family".)

Housing and Community Development Department of the State of California (HCD)
The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Element
Article 10.6 of the California Government Code requires each city and county to prepare and maintain a current housing element as part of the community's general plan in order to attain a Statewide goal of providing "decent housing and a suitable living environment for every California family." Under State law, housing elements must be updated every five years.

Housing and Urban Development, U.S. Department of (HUD)
A cabinet-level department of the Federal government that administers housing and community development programs.

Impact
The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee
A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise unmitigated impacts the project will produce. California Government Code Section 66000, *et seq.*, specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency

must verify its method of calculation and document proper restrictions on use of the fund.

Implementation
Actions, procedures, programs, or techniques that carry out policies.

Improvement
The addition of one or more structures or utilities on a parcel of land.

Industrial
The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development
Development of vacant land (usually individual lots or left-over properties) within an area that is already largely developed.

Infrastructure
Public services and facilities, such as sewage disposal systems, water supply systems, other utility systems, and roads.

Inversion
A layer of air in the atmosphere in which the temperature increases with altitude at a rate greater than normal. Pollutants tend to be trapped below the inversion.

Issues
Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio
The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio greater than 1.0 indicates a net in-commute, less than 1.0 indicates a net out-commute.

L_{dn}
The day/night average sound level, defined as the 24-hour period L_{eq} with 10 dBA added to the nighttime average level, L_n.

Land Use
The occupation or utilization of land or water area for any human activity or any purpose defined in the general plan.

Land Use Classification
A system for clarifying and designating the appropriate use of properties.

Land Use Element
A required element of the general plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The Land Use Element serves as a guide to the structuring of zoning and subdivision controls, urban renewal, and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space. (See "Mandatory Element.")

Land Use Regulation
A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

Level of Service (LOS)
A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

Level of Service A Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in single signal cycle.

Level of Service C Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

Low-Income Household
A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey on incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Mandatory Element
A component of the general plan mandated by State law. California law requires that a general plan include elements dealing with seven subjects-circulation, conservation, housing, land use, noise, open space, and safety -and specifies to various degrees the information to be incorporated in each element.

May
That which is permissible.

Midden
A refuse stock pile associated with a prehistoric cultural resource site.

Minimize
To reduce or lessen, but not necessarily to eliminate.

Mitigate
To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mitigation Measure
Method or procedure undertaken for the purpose of avoiding or reducing potential impact(s) of an action.

Mixed-Use
Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Must
That which is mandatory.

National Register of Historic Places
A list of significant historic and prehistoric sites and districts which provides procedural protection of these properties.

Natural State
The condition existing prior to development.

Necessary
Essential or required.

Nitric Oxide (NO)
A molecule of one nitrogen and one oxygen atom. Results usually from combustion of organic substances containing nitrogen and from recombination of nitrogen decomposed in air during high temperature combustion.

Nitrogen Dioxide (NO_2)
A molecule of one nitrogen and two oxygen atoms. Results usually from further oxidation of nitric oxide (NO) in the atmosphere. Ozone accelerates the conversion.

Nitrogen Oxides (NO_x)
Poisonous and highly reactive gases produced when fuel is burned at high temperatures, causing nitrogen in the air to combine with oxygen.

Notice of Preparation (NOP)
A notice prepared and mailed to all responsible agencies and interested parties informing the agencies of the proposed project and inviting comments regarding the scope of issues to be addressed in the EIR. Required by the California Environmental Quality Act.

Noise
Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise simply is "unwanted sound."

Objective
A specific statement of desired future condition toward which a city or county will expend effort in the context of striving to achieve a broader goal.

One-Hundred-Year-Flood
This is the flood which has a one (1) percent probability of occurrence in a given year.

Ordinance
A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overlay
A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Ozone (O_3)
A colorless gas formed by a complex series of chemical and photochemical reaction of reactive organic gases, principally hydrocarbons, with the oxides of nitrogen, which is harmful to the public health, the biota and some materials.

PM_{10}
Particulate matter less than 10 microns in size, which is small enough to be inhaled deeply into the lungs and can cause disease.

Parcel
A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Peak Hour/Peak Period
For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours duration.

Performance Standards
Regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards may provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Planned Community
A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions, and restrictions by a master community association.

Planning Area
The Planning Area (Plan Area) is the land area addressed by the General Plan. For a city, the Planning Area boundary typically coincides with the

sphere of influence and encompasses land both within the city limits and potentially annexable land.

Planning Commission
A body, usually having five or seven members, created by a city or county in compliance with California law which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Policy
A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Pollution
The presence of mater or energy whose nature, location, or quantity produces undesired environmental effects.

Potentially Active Fault
Evidence of Late Quaternary surface faulting within the last 11,000 years.

Poverty Level
As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Preserve
To keep safe from destruction or decay; to maintain or keep intact.

Program
An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how," and "when" for carrying out the "what" and "where" of goals and objectives.

Project
The whole of an action, which has a potential for resulting in a physical change in the environment.

Protect
To maintain and preserve beneficial uses in their present condition as nearly as possible.

Public and Quasi-Public Facilities
Institutional, academic, governmental, and community service uses, either publicly owned or operated by non-profit organizations.

Rare Species
A species which, although not presently threatened with extinction, is in such small numbers throughout its range that it may become endangered if its present environment worsens.

Recycle
The process of extraction and reuse of materials from waste products.

Residential
Land designated in the city or county general plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved. (See "Dwelling Unit.")

Residential, Multiple Family
Usually three or more dwelling units on a single site, which may be in the same or separate building.

Residential, Single-Family
A single dwelling unit on a building site.

Ridgeline
A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-Way
A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian
The area or zone along the banks of a stream or lake that is not covered by water.

Scenic Highway/Scenic Route
A highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of

scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980's, general plans in California were required to include a Scenic Highways element.

Section 8 Rental Assistance Program
A Federal (HUD) rent-subsidy program that is one of the main sources of Federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is generally calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Second Unit
A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Seismic
Caused by or subject to earthquakes or earth vibrations.

Sensitive Receptor
That segment of the population that because of age or weak health is more susceptible to the effects of air pollution, noise, etc., than the population at large.

Sensitive Species
Generic term for any plant or animal species which is recognized by the government or by any conservation group as being depleted, rare, threatened, and/or endangered.

Setback
The horizontal distance between the property line and any structure.

Shall
That which is obligatory or necessary.

Should
Signifies a directive to be honored if at all possible.

Shrink-Swell Potential
The expansion or contraction of primarily clay-rich soils during alternating wetting and drying cycles.

Significant Effect
A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Significant Environmental Impact
As defined by CEQA, Chapter 3, Article 1, Section 15002(g), it is "a substantial adverse change in the physical conditions which exist in the area affected by the proposed project."

Single-Family Dwelling, Attached
A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

Single-Family Dwelling, Detached
A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

Slope
Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil Liquefaction
A condition where soil strength is greatly reduced because of excessive pore water pressure buildup, especially in saturated sandy soils that are subject to compaction remolding triggered by earthquake vibrations.

Solid Waste
General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Specific Plan
Under Article 8 of the Government Code (§65450 *et seq.*), a legal tool for detailed design and implementation of a defined portion of the area covered by a general plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systemic implementation of any general plan element(s).

Sphere of Influence
The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCO) of the County.

State Implementation Plan (SIP)
A document required periodically from each county by EPA that indicates the progress and the planning of the country for improving the quality of its air.

Storm Channel
A course through which storm water is directed, thereby protecting adjacent land areas from flooding.

Street Tree Plan
A comprehensive plan for all trees on public streets that sets goals for solar access, and standards for species selection, maintenance, and replacement criteria, and for planting trees in patterns that will define neighborhood character while avoiding monotony or maintenance problems.

Subsidence
The settling or sinking of soil layers due to water or oil extraction resulting in compaction and uneven surface elevations.

Sulfur Dioxide (SO_2)
A corrosive and poisonous gas produced from the complete combustion of sulfur in fuels.

Sulfur Oxides (SO_x)
The group of compounds formed during combustion or thereafter in the atmosphere of sulfur compounds in the fuel, each having various levels of oxidation, ranging from two oxygen atoms for each sulfur atom to four oxygen atoms.

Terrestrial
Related to or living on land. Terrestrial biology deals with upland areas as opposed to shorelines or coastal habitats.

Threatened Species
Species which, although not presently threatened with extinction, are likely to become endangered in the foreseeable future in the absence of special protection and management efforts.

Topography
Configuration of a surface, including its relief and the position of natural and man-made features.

Total Suspended Particulates (TSP)
Solid or liquid particles small enough to remain suspended in air. PM_{10} is the portion of TSP that can be inhaled.

Tourism
The business of providing services for persons traveling for pleasure. Tourism contributes to the vitality of the community by providing revenue to local business. Tourism can be measured through changes in the transient occupancy tax, or restaurant sales.

Traffic Model
A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (see "Trip")

Transportation Demand Management (TDM)
A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM)
A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trip
A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (or origin - often from home, but not always) and one "attraction end" (destination). (See "Traffic Model.")

Trip Generation
The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route
A path of circulation required for all vehicles exceeding set weight or axle limits. A truck route generally follows major arterials through commercial or industrial areas and avoids sensitive areas.

Use
The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the city or county zoning ordinance and general plan land use designations.

Utility Corridor
A strip of land, or an easement, on which utility or pipelines are constructed.

Vacant
Lands or buildings that are not actively used for any purpose.

Vehicle Miles Traveled (VMT)
A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-Income Household
A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Visual Resource
The physical features of a landscape which can be seen (e.g., land, water, vegetation, structures, and other features).

Volume to Capacity Ratio (V/C)
A measure of the capacity of a roadway. When V/C is 100 percent, no more traffic can be accommodated.

Watercourse
Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include man-made channels, ditches, and underground drainage and sewage systems.

Watershed
The area contained within a drainage divide above a specified point on a stream.

Zoning
The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas. A program that implements policies of the general plan.

Index

The following index is provided as a tool to assist the reader in locating information within the General Plan. Phrases, words, and ideas are identified with corresponding page reference numbers.